SUPPLEMENT TO

The Bombay Gazette.

BOMBAY :—WEDNESDAY, JUNE 26, 1878.

…EMPTED ASSASSINATION OF THE GERMAN EMPEROR.

(*Times' Correspondent.*)

BERLIN, June 2.

THIS afternoon, at 2 o'clock, the Emperor was driving down the Linden in his open caleche as usual. When a few paces from the place at which the recent attempt was made to assassinate him, a man, who had taken up his station at a window of the house No. 18, fired four shots at His Majesty. The first shot grazed His Majesty's cheek, the second grazed his leg. The cheek bled profusely, but the wound is reported to be slight. The assassin then turned the pistol against himself, and is said to be dying. General consternation prevails.

Toward 3 o'clock Count Perponcher announced to an immense crowd assembled in front of the Palace [illegible] His Majesty was wounded on the cheek, forehead, and leg, but that none of the wounds were dangerous. It appeared that some small shot entered His Majesty's cheek, while a bullet grazed his leg. The last of the four shots fired by the assassin wounded one Herr Busch, a dining-house keeper, who happened to be passing. The assassin, whose name is variously given, but who seems to be a Dr. Nobiling, arrived a few weeks ago from Halle, and hired a furnished room in the second story of the house in the Unter den Linden, No. 18. Standing at a window of his room, he fired the four shots from a double-barrelled rifle and a revolver. It is said that he applied for employment in the Ministry of Agriculture, but was refused. Towards 4 o'clock he was conveyed in a carriage to the Mittel Strasse police-station. The strong escort of mounted police barely succeeded in protecting the criminal from the fury of the public.

JUNE 3.

The Emperor passed a tolerably quiet night and is stated to be doing well. The assassin, whose name is now officially given as Card Nobiling, Doctor of Philosophy and Scientific Agriculturist, is the son of a military family and well connected. His mother, the widow of a major in the Prussian army, remarried to another officer, has identified him. He is a Protestant by birth, and the son of a family in good circumstances. His manners are those of a highly cultivated gentleman, and he appears to have had ample resources at his disposal. His brothers are likewise in the army, and his sister is a Protestant Sister of Charity in the Elizabeth Hospital at Berlin. He has been at Berlin for some time looking for employment in the Statistical and Agricultural Departments and writing for agricultural and other journals. When the public broke into the room of the assassin the latter fired at one Herr Holtfeuer, an innkeeper, who, being wounded, was unfortunately mistaken for the assassin by those rushing in after him and severely injured by the infuriated crowd. The assassin fired two rifle shots at the Emperor, two revolver shots at the people breaking into his room and one revolver shot at himself. He is severely wounded and his recovery is doubtful. The coachman who drove the prison van in which the assassin was conveyed to the police-office is likewise dead. He seems to have knocked his head against a projecting arch in driving the carriage through the *porte cochere* of the assassin's house. A man and a woman belonging to the lower orders were arrested yesterday in the Unter den Linden for using treasonable language concerning the event of the day.

About 7 o'clock a.m. it became known that His Majesty had slept three hours in the night, that his general condition was excellent, and that there was absolutely no direct danger. Unless, therefore, the shock upon His Majesty's system produces ulterior consequences, the effects may pass away without impairing the health of the aged and beloved Sovereign.

Before losing consciousness Nobiling was examined by the Public Prosecutor and Judge of Inquiry in presence of his mother, who had been fetched to identify the prisoner. He admitted that he earnestly sympathized with Ultramontanes and Socialists, that he had accomplices, and that though he had no reason to spare them he would mention no names just then. He owned that the office of shooting the Emperor had devolved upon him by drawing lots, and that he believed it would be to the public interest were the head of the State to be removed. The German public have thus to confront the terrible possibility of the existence of a Socialist conspiracy to take the Emperor's life in which men of rank and culture are concerned. Nobiling has written essays and articles upon agriculture in the Saal County of the Prussian Province of Saxony, upon planting beetroot, and such like harmless subjects; yet he was not proof against the Socialistic lures recently held out by too many in this country calling themselves men professionally devoted to science. His habit of receiving artisans in his rooms seems to justify the inference that the alleged conspiracy includes men of different ranks. Nobiling has been employed as a supernumerary official in the Saxon statistical Department at Dresden from October, 1876, to October, 1877. His condition does not seem to improve. Like Hodel, he had his photograph taken a few days before committing the crime. There is but one melancholy opinion as to the disgrace involved in these recent horrors.

JUNE 4.

The Emperor slept several hours last evening and also during the night. Fever has not set in and his general condition is good. His Majesty's healthy constitution bears the shock with wonderful strength. The Emperor, who ordinarily sleeps on a small iron bedstead in a very unpretending back room, has been removed to a larger pallet bed placed in a front room facing the Linden street. On being told that measures were taken to shut out the noise, he would not allow the passage of carriages to be prohibited on the opposite side of the Linden and in the Opera-square.

Nobiling's family is a highly-respectable one. His father was a Major in the army, his mother is re-married to a Major von Gauvain, and some of his nearest relatives are lieutenants. One of his relatives until a short time ago was Privy Councillor of Finance in the Berlin Exchequer Department; two others served as Privy Councillors in the Home Department, others still farmed Royal domains. His father, an eccentric man, committed suicide without any apparent motive. Of his sisters, one, whose affections were settled on an ineligible person, was locked up by his father in a sort of chapel built on purpose, another sister died insane. A third sister has devoted herself to the noble functions of a Protestant Sister of Charity in a Berlin hospital. The assassin is described as a gloomy and taciturn individual, talented, well-instructed, and ambitious, with a certain winning modesty, of behaviour. However, if there be any truth in his statement that he is one of a whole gang of murderers, and that he was selected to do the deed by drawing lots, his personal character is of less importance. In October, 1877, soon after Nobiling came to Berlin, he took an apartment in the Leipziger-strasse, where he spent part of his time in making extracts in cipher from German Socialistic and Ultramontane journals which he used to send to London and Paris. He sometimes wrote upon agricultural subjects under the pseudonym of Ludwig, which after the attempt, caused his identity to be doubted. As a student in Halle and Leipsic he openly displayed Socialistic sentiments, and was nicknamed "Petroleur" by his fellowstudents. During his subsequent stay in Berlin he apparently took no part in Socialistic agitation and led a quiet and retired life. No Socialistic journals or papers were found in his room after the attempt. Besides his arms there were some 10 or 12 beer glasses on the table, which had not been noticed in his possession before. After his arrest two letters arrived for him, the one from Paris, the other from London. The Paris letter has seemingly indifferent contents; the London letter gives a detailed account of the recent riot in front of the German Embassy in Carlton-house-terrace. Though the son of a well-to-do family and of strictly economical habits, Nobiling's means at times seem to have been scanty. At other times he was flush of money, travelled about, and spoke of going to London and Paris. The latter place he has visited once or twice. As a native of Posen, he is conversant with the Polish tongue and reads Polish papers. From all these various indications the morning papers are led to express a suspicion that Nobiling is concerned in an international, Socialistic, and revolutionary intrigue. Since his second examination on the evening of the attempt he has been unconscious. His Majesty's physicians have determined not to extract the few grains of small shot remaining in His Majesty's body. These grains having penetrated deeper than the rest removed immediately after the attempt, the operation is regarded as more dangerous than the plan of leaving them to be encrusted in the muscles. The small shot used by the assassin is No. 4 and 5, according to the German style of designation. A few days after Hodel's attempt, Nobiling said to the maidservant of his landlady that the Emperor was sure to be shot some day by a practised hand. Upon the girl remarking on the uselessness of assassinating the Emperor, even from the Socialist point of view, Nobiling replied, "No doubt the Crown Prince will succeed; but if he is killed too, and the next ten that may succeed him are promptly disposed of in like manner, we shall have the Republic in no time." The girl looked upon these remarks as a bad joke. The same girl states that Nobiling was in the habit of burning every letter directly after receiving it. When arrested he had some £8 sterling in his pocket. On his table was a slip of paper containing a statement that his landlady and laundress had to be paid the last month's rent and washing.

The Crown Prince arrived last night and immediately proceeded to the Palace. The whole night until early morning the square in front of the Palace was crowded with people inquiring after the health of the Royal sufferer. Many had arrived from the country. Nothwithstanding the large masses assembled, absolute stillness reigned throughout.

The excitement produced by the fearful event does not abate. The Congress has become a matter of indifference, and even the Great Elector calamity is hardly spoken of. The country literally tremoles with the stock and the disgrace is deeply felt everywhere. That Socialist rantings should lead astray a Hodel was after all, intelligent and enough that a Doctor of Philosophy, however an intelligent highly cultivated individual, and the scion of a respectable family could be deceived by the absurd philosophy of the Commune and stimulated to force his individual madness upon the common sense of the sane millions was unexpected. People were not prepared for this extreme result of the theories rife in their midst. It is true the professorial countenance given Socialistic theories had accustomed them to tolerate the pernicious discussion before mill-hands. It is true, too, that the pessimistic philosophy, replacing the ancient creed in educated and uneducated circles, has had a direct tendency to exalt the notion of sensual enjoyment, and to represent force as the true moving agency of the world. Yet it was confidently assumed that the ancient fund of morality accumulated in a nation constitutionally honest and intellectually developed beyond most others would suffice to keep even enthusiasts in the paths of duty and common sense. Now, however, that the error of this assumption is perceived, the dangers of modern speculation are deeply impressed upon the public mind. If a sober, intelligent individual, a man of some position in society, and aspiring to scholastic honours could be betrayed into lifting his hand against a kind-hearted old man, the venerated Sovereign of his people, and the living impersonation of their long desired unity, there must be an infection in these seductive doctrines which no one would have attributed to them a few days ago. Once more we see the German mind peculiarly prone to develope and adhere to systems of fundamental belief. Intellectual thoroughness combines with the promptings of conscience to cause them to carry argument to the last attainable conclusion. If the basis underlying the logical structure is correct, the result is distinguished by uncommon excellence in the opposite event, there is the peril of inferences being generated which may cause a Nobiling to take to the rifle. Considerations of mere propriety and secular prudence have probably less power to restrain a German than his equals in other nations. Organized as the German mind is, it requires peculiarly a consistent rule of action and is apt to be guided by it rather than by other minor regards.

I have just seen a letter from Germany which throws some light on the motives of the crime of which the Emperor William has been the victim. It says:—

"People must be asking, how it is that a Sovereign like ours can be on two occasions thus attacked. There is not a kinder-hearted and more affable man in Europe, or one more mindful of the sufferings of his subjects. He is neither haughty, nor hard, nor a despot. He is accessible to all, and has gone through many trials for the good of his country. He is now at the end of his career and the majesty of his age lends dignity to his character and position. What reason, moreover, people ask, is there for killing an aged Emperor, while it is a young one who will succeed him? When one knows what is passing here among the Socialists, the key to the horrible engima is to be found. The Socialists have for some time put themselves forward as the exclusive champions of the masses, and they fancy they have discovered the remedy for their sufferings. According to them, all the evil springs from the sacrifice of industry and agriculture to an exaggerated military system. The late wars have created a class of men of no fixed occupation, who do not like to earn their bread by labour as formerly, and who by precept and example spread bad habits among the labouring classes of the nation. Since the last victories of Germany, industry and agriculture have been neglected and have suffered. Agriculture has become less productive and industry can no longer make head against foreign competition. This state of things, they maintain, is to be reformed by collective labour, by co-operation, by the creation of national factories, and the employment in them of all the valued and available arms of Germany. But to put this remedy into execution the present military situation must be altered. Germany, as I have often heard Socialists say, must be unbarracked. When Germany is relieved of this plague, which carries off her greatest source of wealth, her strong arms, and her youth, she will return to labour and will prosper again. The barracks must be converted into manufactories, and industrial armies must replace their present tenants, who consume without producing and are fed by the labour of others. These doctrines have been diffused, have produced fanatics; and this done it has not been difficult to breed ideas of assassination, the fruits of which are now being reaped. Men who preach these doctrines have openly denounced the Emperor as being the chief promoters and protector of German militaryism. To him, they say, it is due that this social scourge has attained its present proportions, and so long as he lives he will maintain in all its strength the instrument Prince Bismarck makes use of to realize his plans. The Prince alone could not carry them out. Germany's terrific army is indispensable, and it is the Emperor who keeps it up and developes it. The Emperor gone the policy of war would be abandoned and Prince Bismarck would either retire from office or would give up his policy of conquest for one of peaceful and social development. This are the sophistries by the aid of which fanatics are driven into the path of crime, yet, forsooth the civilized world will ask whence come these murderous enterprises, which spread consternation everywhere and shake liberty to its foundations.

LOSS OF A GERMAN IRONCLAD.

(*Times.*)

ON Friday morning, between 9 and 10 o'clock, as three German ironclads—the Grosser Kurfurst, the Konig Wilhelm, and the Preussen—were passing about three miles off Sandgate, the first was run into by the second, and soon afterwards went down on her side. Her boilers blew up as she sank, and about 300 lives were lost. As yet much doubt hangs on the actual circumstances, which can only be satisfactorily ascertained when the fullest investigation has officially been made. At present there can be little doubt, from the evidence of witnesses on shore, that the fleet were in close order at the time, and probably not more than half a cable intervening between the leader of the column, the Grosser Kurfurst, and the Konig Wilhelm, bearing the flag of Admiral Batsch. Nor is it intelligible why the junior officer should have been leading the column, except on the supposition that it was in the execution of some fleet manœuvre which might temporarily have given him the lead. It would appear that a bark standing off shore on the port tack with a very light breeze necessitated the column altering its course, which, according to the evidence of certain fishermen on the spot at the time, was done by the Grosser Kurfurst starboarding her helm, with the intention, probably, of crossing the bows of the sailing ship. The following ship, the Konig Wilhelm, then ported, with the intention of passing under the stern of the bark: but the Grosser Kurfurst having been slightly on the port bow of the Konig Wilhelm, and her way being deadened by the sudden shift of her helm, the following ship miscalculated the speed of the leader, and ran into its port quarter, striking abaft the mizenmast with her ram. The Grosser Kurfurst then described a complete circle, exposing the deck to the view of the spectators on shore, who could easily see by the aid of glasses the crew clinging to the bulwarks and throwing themselves into the water. Some of her spars were carried away by the collision and fell on the deck, which must have terribly hampered any attempt to lower boats. In a few minutes she was observed to be sinking rapidly, and in eight minutes after the collision she entirely disappeared below water, throwing up an immense column of steam which escaped from the boilers as they burst. The effect on the Wilhelm was at once apparent, and her bows were considerably immersed in the space of a very few minutes from the rush of water into the fore-compartment. Great efforts were immediately made to get a sail over the bows, and boats were promptly lowered from the Preussen to assist the Wilhelm. The Folkestone fishing fleet happened to be providentially on the spot at the time, and were able to render immediate assistance in saving life. Eighty-five of the survivors owe their lives to these fishing boats. The Emily Richard, May master, succeeded in picking up 27. The Albert Edward, Captain Jenkins, the South-Eastern Railway Company's steamer, had just left for Boulogne, and bore up immediately to render assistance. As soon as steam was up the Lord Warden, with Captain Jones, the Harbour-master, and Mr. Shaw, the manager of the railway, went out and offered their services to Admiral Batsch, but who, while thanking them very much, said he did not require any assistance. Several of the disabled of the Konig Wilhelm were transferred to the Preussen, and about 2 o'clock the two ships proceeded down Channel for Portsmouth.

The Grosser Kurfurst was a ship of about 6,600 tons displacement and 300ft. in length. She was armed with four 10 inch and two 6½ inch Krupp guns, with an armour-plating of six inches. She was a full-rigged ship. Her crew consisted of 500 men, of whom, according to the telegram despatched by the German Admiral, 183 were saved—namely, 23 officers and 160 men.

On Saturday the Konig Wilhelm and the Preussen arrived safely at Spithead, and the former ship was at once taken into dock, where she now lies waiting the decision of the respective Governments of England and Germany as to what shall be done. Full details are now available for forming an opinion on the terrible disaster, and many very practical lessons cannot fail to be learnt which may be of the highest importance to ourselves as a maritime Power; while at the same time the fact that such an accident could hardly have happened in the British fleet, owing to the different systems of fleet sailing as adopted in the English and German Navies is not without interest. Substantially the first reports as to the circumstances attending the catastrophe remain unaltered—namely, that the ships came into collision in broad daylight and dead smooth water, when simply endeavouring to clear sailing vessels standing across their bows. There was no intricate manœuvre; there was no possibility of mistaking signals; or no case of a young and inexperienced officer becoming bewildered by some sudden move. Everything was as simple as it is possible for any movement of a fleet to be, and the special circumstances which resulted in the loss of the Grosser Kurfurst are amply provided for in the English Code of Signals and Instructions for guidance of officers in command of ships, so that we may reasonably presume they were also in the possession of the German officers.

The morning of Friday, the 31st of May, was exceptionally fine—a light easterly wind blowing down Channel and a perfectly smooth sea. As has been before narrated, the German squadron consisted of three vessels, and, at the time of the accident, was sailing in two columns; the Konig Wilhelm, with the flag of Admiral von Batsch, and the Preussen, forming the port division, with the Grosser Kurfurst forming the starboard. A fourth ship, which had not joined the fleet, was intended to fill the place in the starboard division represented by the Preussen in the port division. The German Admiral was leading the port division; in England he would have led the other. This, however, makes no essential difference, except that in hugging a coast a British Admiral would probably prefer the inshore line himself, and feel more comfortable if his other column were at safe distance. But the essential difference in the formation of the squadrons is that the German columns are at all times considerably less than half the distance apart than is thought advisable for British ships, and in many instances are even much nearer to each other than this. Thus the Grosser Kurfurst was within less than two ships' length of the Admiral, and bearing slightly abaft the beam. This was her nominal bearing and distance, but in reality she was even nearer, and probably not more than one length intervened between the two ships. In this formation the German squadron came across two sailing vessels hauled to the wind on the port tack, and consequently standing across the bows of both divisions. The Grosser Kurfurst had first to give way, which she did at the proper time, and strictly in accordance with the rule of the road, porting her helm and passing under the stern of the first of these two sailing ships. But the Konig Wilhelm, which it must be borne in mind was close to the Grosser Kurfurst at this time and steering a course parallel to her, endeavoured at first to cross the bows of the sailing vessel, but, finding she had no room for this manœuvre, rapidly changed her plan, and, putting her helm hard-a-port, also stood under the stern of the sailing vessel. In the meanwhile the Grosser Kurfurst had resumed her original course, and was thus lying right across the bows of the Konig Wilhelm as she came under the stern of the sailing bark almost at right angles to the original course. At this critical moment, it must be remembered, the two ironclads were in the dangerous proximity to one another as above described, and it became a matter of absolute impossibility for either the one or the other to sheer out of the way. The captain of the Grosser Kurfurst, Graf von Monts (who was not drowned, as reported), seeing the terrible proximity of the Konig Wilhelm, immediately put his vessel at full speed, hoping to cross her bows, but the space would not allow it. He then gave the order to port his helm, hoping to lay his ship parallel to the course of the Konig Wilhelm, but unfortunately for this also there was neither time nor space, and the only effect of the helm have been that the stem of the Grosser Kurfurst, swinging rapidly towards the approaching danger, must have largely contributed to the force of the shock.

On board the Konig Wilhelm it would appear that an able and experienced officer was in charge of the ship at the time, whose name, however, we purposely withhold, being only concerned in the scientific aspect of the affair, and with its true narrative as far as lessons are to be learnt by us, and not with the individual merits or demerits of the responsible people. The Admiral and the Captain were below, and it is believed were altogether unaware of what was going on until too late. Indeed, from the first order to port the helm of Grosser Kurfurst, followed by the same order on board the Konig Wilhelm, and the actual collision, with ships of nearly 400ft. in length, probably not 600ft. apart, and going at the rate of nine or ten knots and crossing each other at an oblique angle so little time elapsed that the most active man could not have had time to go from the bridge of the ship to the Admiral's cabin before the crash came, and much less would time have sufficed for the Admiral to get on deck.

The officer in charge of the Konig Wilhelm had given the order to port the helm to sheer clear of the sailing vessel. He is said to have ordered the helm to be immediately steadied when he saw his vessel clear, with the intention of ranging up alongside the Grosser Kurfurst in their former position. But the helmsman is distinctly stated by many witnesses to have become bewildered, and that instead of steadying the helm and putting it to starboard he gave her still more port helm. The Konig Wilhelm's officer seeing the inevitable fate before him promptly gave the order to reverse the engines, and it is said that the engines were actually going full speed astern at the moment of the collision. And here there is much conflicting evidence, as some of the officers state that the Konig Wilhelm had lost her way, while others say that she still was going at least six knots. It is sufficient to say that the latter only can be the correct version, for it is not in the power of engines to stop a ponderous vessel, weighing some 9,000 tons and gliding at the speed of ten knots through smooth water in so short a space. Then followed the crash, and we may first remark that through the Grosser Kurfurst was going nine or ten knots and the Konig Wilhelm at least five or six, the actual shock was very slightly felt on board, and not even a tumbler or a wine glass was upset or broken; while naturally it was inappreciable to any heavier bodies. The shock on board the vessel struck, the Grosser Kurfurst, was felt far more, and the ship lurched heavily on the opposite side, while a crushing and tearing sound filled the air as the stem of the Konig Wilhelm sheered away everything from the point where she struck to the stern, ripping off the armour plating like the skin of an orange. The blow came at an angle variously described as somewhere between a right angle and an angle of forty-five, and caught the Grosser Kurfurst between the main and mizen masts. The Grosser Kurfurst from the great speed she had attained by going full speed was barely checked in her course by the collision, but grated [illegible] the steam of the Konig Wilhelm, leaving a vast gap in her side. The bowspirit of the Konig Wilhelm fouled her rigging and brought down the mizen-top-gallant mast on the quarter deck; the quarter boats were swept away like strips of paper, and the doomed ship first staggered over on the opposite side from the force of the blow, then reeled back, when the sea rushed into the great hole in her side. But below water all must also have been destroyed, for the ram of the Konig Whilhelm gives deadly indication by the injuries it has received of the work it did underneath.

On board the Grosser Kurfurst there was little or no time for anything. The boats on one side were smashed, and those on the other could hardly be got into the water as the ship was lying on one side, and the other side being upper most the boats merely lay on the bottom or side of the ship. The hammocks had, unfortunately, been stowed in some unusual place between the boom boats, as the nettings were being cleared out, so that it was useless to attempt to get them out, and thus a very perfect means of escape was withheld from many of the poor fellows who were drowned. Had the hammocks been in their ordinary place, they would have floated away, and afforded so many life buoys, quite capable of keeping a man afloat for at least half an hour.

In the meanwhile, the Grosser Kurfurst had made a circle inshore and lay with her deck exposed to the view of the people on the beach at Sandgate. It appears to have been the intention of the captain to beach his ship immediately, but this was impossible even at the high rate of speed at which he was going. The water poured down the stoke hole, the steam from the condenser escaped, the stockers were driven up the hatches, and some few escaped up the steps which lead up inside the ventilators. And this would suggest the idea that all ventilators in ships should be fitted with steps, and be large enough to act as fire or other escapes.

From the first moment it was evident to all on board the Grosser Kurfurst that nothing could be done to save the ship. Lying altogether on her port side it was merely a matter of minutes, at the equilibrium was lost and the water poured in everywhere. In six to ten minutes, according to different witnesses, the vessel had entirely disappeared, sucking down in the vortex many of the crew who have since been saved.

The experience of the first lieutenant is some what interesting. He felt himself sucked in and describes a sensation of enormous pressure on his ribs, as if the water was forcing him down. Then he appeared to come across another column of water which as promptly vomited him up to the surface again, where he caught hold of a spar and saved his life. The captain also went down, but came up again, and hence arose the mistake that he has been drowned. The officer of the watch was drowned. A dreadful fate befell some 30 unfortunate sailors who, in spite of the commands and entreaties of the boatswains who was standing on the forecastle, threw themselves over the bows and endeavoured to swim away. But the sinking ship was too fast for them, and they were caught in the netting which is stretched under the jibboom, and thus entangled, were carried down with the ship.

As to the question of the compartments of the Grosser Kurfurst, it is the opinion of the highest authorities that the damage done to the ship was so extensive that the most speedy closing of them would have been ineffectual to prevent the ship from sinking. Nor is it quite clear that they were closed, though it is believed that the captain did issue orders to that effect. As the vessel sank the steam rushed up through the waves and must have greatly contributed to the loss of life.

The correct number of the men who lost their lives is 284. The complement of the ship was 497, all told; of these 216 were picked up, but three have since died from exhaustion, making the total number of the saved 213, considerably less than one half of the whole. Of those saved 23 were officers, whose names have been already given. Six officers lost their lives—namely, an engineer, the paymaster, and some junior officers.

On board the Konig Wilhelm, for a moment, the greatest excitement prevailed, as the sea rushed into the large rent in her bows and immediately filled the fore compartment. This compartment is in a line with the armour-plated bulkhead, forward, and extends to the double bottom. The valves were shut, but probably were a little leaky, as a good deal of water found its way further aft. The ship, by the loss of equilibrium, gave an unexpected plunge or two, which must have been extremely alarming, and the highest praise is due to all on board that discipline was not only maintained, but that every effort was made to render assistance to their unfortunate consort.

It is not difficult to understand how easily a panic might have been originated by any unwise order or momentary loss of self-possession, but the German nation may congratulate itself that in the most appalling circumstances the crews of two of their fleet maintained a discipline and steadiness beyond all praise. Nor on board the Grosser Kurfurst was there the smallest approach to panic, though death stared them in the face. The effect of the collision, as was before said, was very slightly felt on board the Konig Wilhelm. The officers describe it as a kind of gradual crush, accompanied by a visible trembling of the whole frame of the iron monster (*ein zittern*). There was no sudden shock. Indeed, except against a wall of absolute iron it is difficult to imagine that there would be a severe shock felt when a body of 9,000 tons weight comes into another with force and weight enough to crush it up like wicker work.

Four of the side boats, cutters, gigs, and so forth, and one launch were in the water from the Konig Wilhelm in a very few minutes, while the Preussen also sent every boat in the ship to render assistance. As the Konig Wilhelm began to settle by the head from the water in the fore compartment, the Admiral at first intended to beach her, but after a short time, seeing that the pumps were able to keep the water down to a safe level, he abandoned the idea. The Preussen, in the meanwhile, anchored, and her boats were busy picking up any strays and waifs they could find, which, however, were very few.

In the course of the afternoon the two vessels proceeded to Portsmouth, and on arriving the Konig Wilhelm was immediately docked. The appearance presented by her bow is very instructive, and shows beyond dispute that since the building of that class of ship we have learnt a great deal about the construction of rams. The ram of the Konig Wilhelm has certainly proved most effectually destructive, but at the same time it has demonstrated the weakness of its own construction. Viewed from the bottom of the dock, the ram and a portion of the stem itself are seen to be twisted over to the port side at an angle of 45 degrees, and the bottom plating and the armour above gapes wide open from within a few feet of the keel to the upper deck, all the rivets (tapped rivets) which secured them to the stem being, in shipbuilding parlance, sheared—that is, the heads drawn through the holes or broken off short. The armour-plating terminating at the armour-shelf has left the stem by shearing of the rivets, and the stem itself is broken short off at the armour-shelf, and also at its scarf some six feet below the ram. Now, it is very obvious that this great destruction is mainly attributable to the false construction of that kind of ram, which has proved itself too weak to resist such lateral pressure. It is true that in ramming the object will be to endeavour to give a direct blow, and in such a case the ram of the Konig Wilhelm would probably stand the shock. But, practically, in naval warfare it will be altogether impossible to get a direct thurst at a ship. The blow must be given obliquely, as in this case, and the ram of many of the least recent of our ironclads would most assuredly suffer the same fate as that of a ship similarly constructed in all essentials, though, it is true, there is a technical difference in the actual system of riveting as employed in private and in Government yards which may make some slight difference.

It would appear on the first blush that two lessons are obvious—the first is that these rams, merely fastened to the stem and unsupported laterally (as is the ram of the Inflexible) are in reallity very unfit for any ramming, unless done at extremely low speed. Now, is low speed in action always attainable, or can a ship at low speed overtake and ram a ship trying to avoid her? The second lesson is that in ordinary circumstances, though the rammer may sink his adversary, he will probably find himself compelled to seek some friendly port, and even think himself lucky it he reaches it. These are considerations worthy of the most serious attention of our naval authorities. The art of ramming is still in its infancy. In the Inflexible class the ram has been differently dealt with, and is probably strong enough to resist any ordinary blow. Instead of standing out unsupported from the fine bow and fastened to the stem, it has on each side broad lateral supports, like angle-iron, and is further supported by the 3-inch armour deck which is brought down to meet it at this point, so that the force of the blow is diffused over a far greater surface. A side blow to the Inflexible would not be attended with the ripping up of plates and forcing on one side of the ram, as may now be seen in the Konig Wilhelm.

But to return to the ship in the dock. The injuries inflicted are of the most serious nature, and can only be patched up in our dock sufficient to enable the vessel to reach Wilhelmshaven. Neither could we spare the time, nor do other complications make it desirable that the complete repair—which must, at the very least, take from six to eight months—should be undertaken here. But in a fortnight or three weeks it is supposed she can be got ready for sea. What her destination will be then is, of course, unknown as yet. To complete the work will be very heavy, as Germany appears to be unable at present to make the enormous metal spur required for the ram, and has already had to send to this country for them. This alone will occupy much time for all manner of plates have to be removed, and odd pieces of them bored or chiseled out to fit the new ram. The immense labour of these repairs should also not be lost sight of when ramming is about to be tried.

In reviewing the whole of the circumstances of the loss of this fine ironclad, we cannot but come to the conclusion that it is mainly attributable to what we have no hesitation in calling the faulty system of the German fleet formation. From a purely military point of view it is possible their system may have advantages over ours, and that sea fights on paper in Berlin are more scientific than ours. But to those who have served in any of our large fleets and have had to execute difficult manœuvres with vessels 400ft. long, it will be unnecessary to say that when there is barely room to turn between the two columns, any manœuvring must become extremely dangerous. The German formation appears to be that the distance between the two columns is to be equal to the distance between the ships forming each column. The English formation is that the distance between the columns is to be double the number of cables that there are ships in the largest division. Thus if the German squadron had been in English order the Grosser Kurfurst would have been (in their own computation—viz., 200 metres from mainmast to mainmast) 400 metres distant from the Konig Wilhelm instead of 200. But it is very evident that besides being in this dangerous formation she was what is called in fleet language "out of station," that is not in her right place, for she was considerably less than this distance from the German Admiral.

The causes of the accident may be summed up as follows:—

First, that the Grosser Kurfurst was out of station. This seems to rest on such irrefutable evidence that we presume it would be admitted. The ships were so near to each other that they were mistaken for one vessel by the spectators on the bank.

Secondly, the high rate of speed kept up by the Grosser Kurfurst when she again kept her course. In our fleet the wing ship of a leading column would have slackened speed, to allow the other column (and especially the Admiral) to resume his original bearing and distance.

Thirdly, the disastrous mistake of the helmsman, who continued to give port helm when ordered to put it to starboard. And here we may remark that the steering apparatus of the Konig Wilhelm, merely an old-fashioned wheel and ropes (much the same as is in use in some of our best ships at the present moment) is altogether inadequate to meet a sudden emergency. Steam or hydraulic power should be always available, and that, also immediately under the control of the officer of the watch.

Our Portsmouth Correspondent writes:—

"The Grosser Kurfurst was constructed at the Wilhelmshaven Dockyard and launched in 1875. She was a full-rigged turret-ship, designed after the model of the British ship, Monarch, and was engined by Egells, of Kiel. Her dimensions were as follow:—Length between perpendiculars, 307ft., extreme breadth, 52ft.; depth in hold, 23ft.; her draught was 24ft., and her extreme displacement 6,663 tons. She carried four 10-inch Krupp rifled guns in her turrets, and a couple of 6½-inch Krupp guns on her deck. The thickness of her armour was 9in. at the water-line and 7in. on the sides, while the iron walls of her turrets were 10in. in thickness. The backing varied from 10in. at the water-belt to a foot on the sides. The nominal horse-power of her engines was 850. The Konig Wilhelm was designed by Mr. E. J. Reed, M. P., for the Turkish Government. She was originally called the Fatikh, and was sold during her construction to the Prussian Government. She is a broadside vessel, and was built at the Thames Iron Works, where she was launched on the 25th of April, 1868. She measures 352ft. 8in. by 60ft., and has a displacement of 9,425 tons. Her armament consists of 26 8½in. Krupp guns. Her armour at the water-line is 8in. She was engined by Messrs. Maudslay. The nominal horse-power of her machinery is 1,150, the indicated power on the trial being 8,345 horses. The total cost of the ship was £508,000."

The Konig Wilhelm, in the deep dock at Portsmouth, was inspected on Wednesday by Mr. Morgan, Chief Constructor of the Admiralty, and by Messrs. Owen and White, the constructor and assistant-constructor of the Controller's Department at the Admiralty. In the afternoon Mr. E. J. Reed, who designed the ship for the Turkish Government, accompanied by Mr. Elliott the contractor in charge of the repairs, made a minute inspection of the injuries sustained by the flagship. Going upon each stage, and examining the broken material, rivets, &c., he was particularly interested in the indentation made in the ram where it had evidently struck the armour of the Grosser Kurfurst. After carefully surveying the injuries from the outside, Mr. Reed went inside the collision compartment and examined the plating frames and the bulkheads. The dockyard workmen are now engaged in coming through the iron plating on the outside for the purpose of removng the broken stem entirely.

THE CONGRESS.

THE invitations to the Congress at Berlin were issued by the German Government at the end of May; and on Monday, the 3rd of June, Count Munster sent the following formal invitation to the British Government:—

The undersigned, Ambassador Extraordinary and Plenipotentiary of his Majesty the Emperor of Germany, King of Prussia, has the honour, by order of his Government, to convey to the knowledge of his Excellency the Marquis of Salisbury, Secretary of State for Foreign Affairs of her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, the following communication:—

In conformity with the initiative taken by the Austro-Hungarian Cabinet, the Government of his Majesty the Emperor of Germany has the honour to propose to the Powers signataries of the treaties of 1856 and 1871 to meet in Congress at Berlin, to discuss there the stipulations of the preliminary treaty of San Stefano concluded between Russia and Turkey. The Government of his Majesty, in giving this invitation to the Government of her Britannic Majesty, understands that in accepting it, the Government of her Britannic Majesty consents to admit the free discussion of the whole of the contents of the Treaty of San Stefano, and that it is ready to participate therein. In the event of the acceptance of all the Powers invited, the Government of his Majesty propose to fix the meeting of the Congress for the 13th of this month. The undersigned, in bringing the above to the knowledge of his Excellency the Marquis of Salisbury, has the honour to beg his Excellency to be good enough to acquaint him as soon as possible with the reply of the British Government. The undersigned, &c.

MUNSTER.

Lord Salisbury replied on the same day in the following terms, accepting the invitation on behalf of the British Government:—

The undersigned, her Majesty's Principal Secretary of State for Foreign Affairs, has the honour to acknowledge the receipt of his Excellency Count Munster's note of this day, inviting her Majesty's Government to take part of a Congress at Berlin for a discussion of the stipulations of the preliminary treaty concluded at San Stefano between Russia and Turkey. The undersigned, taking account of his Excellency's verbal intimation that the invitation has been sent in the same terms to the other Powers signatories of the Treaty of Paris, and understanding that these Powers in excepting this invitation assent to the terms stated in his Excellency's note has the honour to inform his Excellency that her Majesty's Government will be ready to take part in the Congress at the date mentioned.—The undersigned, &c.

SALISBURY.

These letters were read in both Houses of Parliament on Monday night, and the announcement which had already been made in the papers was officially confirmed that England would be represented at the Congress by Lord Beaconsfield, Lord Salisbury, and Lord Odo Russell. All the other Powers invited have accepted the invitation. Prince Gortschakoff's health having improved, he is to represent Russia, together with Count Schouvaloff and M. d'Oubril, the Russian Ambassador at Berlin. German, will be represented by Prince Bismarck; Count Andrassy, Count Corti, and M. Waddington will represent Austria-Hungary, Italy, and France respectively; and Turkey will send Sadyk Pasha and Catheodori Effendi. According to a statement which comes from Paris, the Congress will hold two well-defined sessions. In the first the Plenipotentiaries will discuss and eventually sign the bases of a treaty amending the Treaty of San Stefano and having the Treaty of Paris for its starting-point. International committees will then be sent to European and Asiatic Turkey to fix by joint agreement and on the spot the new territorial divisions adopted by the Congress. It is only after this has been done that the final treaty and the annexes will receive definitive approval.

Various reports have been published of the understanding said to have been come to between the English and Russian Governments, but none of them are authentic; and one which was put forward with an air of authority has been disavowed by Lord Salisbury. There have been ramours also of Austria being dissatisfied with the arrangement supposed to have been arrived at; but the Vienna correspondent of the *Eastern Budget*, in a letter dated the 1st inst., says:—"So far as is known of the agreement between England and Russia, its main points are in harmony with the wishes of the Austro Hungarian Government; and in any case all the questions at issue will ultimately have to be decided upon by the Congress. Nor is there any reason to believe that England has refrained from touching upon the points which more neatly affect Austria-Hungary from any egotistical motive. At the same time, it is uncertain whether the Austrian claims will meet with the support of all the other Powers; and it seems probable that the reserve maintained by Russia in regard to these claims will at the Congress be converted into opposition. Count Andrassy, however, was prepared for this when he first started the idea of the Congress, and it is hardly to be feared that Europe will now find the Austrian claims less just only because the Vienna Cabinet has not supported them by threats of war. It must be evident to all that new complications can only be prevented by such a solution of the question as shall secure the position of Austria-Hungary in presence of the reorganization of affairs in the East." The Russian official and semi-official organs write in a very hopeful tone as to the results of the Congress. They say that its aim "is to inscribe in the public law of Europe the results of the last war and to come to terms about the consequent modifications required by existing treaties. They foresee and admit that there will be many difficulties, and perhaps some collision; but they at the same time predict that the Eastern Question will be discussed from that elevated standpoint of humanitarian interests, common agreement, and consolidation of general peace which has always been the Russian Government's point of view, and that the result will be to create in the East a state of affairs well calculated to satisfy all legitimate aspirations and to remove the germs of new conflicts. The unofficial press and a larger section of the general public in Russia are said to be much less sanguine; but the latest despatches state that the hopes of a pacific solution are becoming stronger.

At Athens the declaration of the English Government that it intends proposing the admission of Greece into the Berlin Congress is stated to have created great enthusiasm. People, however, expect [the *Times* correspondent says] that Greece will be allowed not merely a consultative but a deliberative vote, such being her right as an independent State, if admitted at all, according to all precedents of European Congress. Some sensation was also caused by a private telegram from England confidently stating that England is bent on obtaining for Greece at the Congress a considerable increase of territory. From Belgrade it is announced that M. Ristics and two secretaries are preparing to leave for Berlin in order to represent the case of Servia to the Powers.

WE have lately heard, or read, in Calcutta, at a meeting of our Municipal representatives, a great deal said about the excellence of the system under which our local rates and taxes are collected, and how far superior it is to the old system under which the Collector gave ample security to cover all probable defalcations of his subordinates. But under the new and more excellent system, it appears that the security given has been reduced to Rs. 10,000, and that one collector can embezzle more than a fifth of this amount in a year without being discovered, whilst other collectors have also embezzled smaller sums. There are, I believe, upwards of fifty collectors employed, so if about one-fourth of them followed the example of the one already detected, the security given by the Collector would go but a small way to cover the loss of the rate-payers. Still, we are told that the system is an excellent one, though it has been proved to be deficient in one respect, that it cannot stop systematic swindling.—*Weekly Englishman.*

THE ENGLISH DERBY.

WE take the following account of the race for the famous Derby Stakes, run at Epsom, on the 5th inst., from the *Sportsman*:—

The Derby stakes of 50 sovs each, h ft, for three year olds; colts 8st 10lb, fillies 8st 5lb; the second received 300 sovs and the third 150. About one mile and a half. 232 subs.

19 Mr W S Crawford's b c Sefton, by Speculum—Liverpool's dam (scarlet) ....Constable 1
7 ‡Count F de Lagrange's bl c Insulaire, by Dutch Skater—Green Sleeve (blue, red sleeves and cap) J Goater 2
5 ‡Lord Falmouth's b c Childeric, by Scottish Chief—Gertrude (black, white sleeves, red cap) ...F Archer 3
1 ‡Mr Houldsworth's b c Attalus, by Lacydes—Blanchette (green and gold, yellow cap)....Custance 0
2 ‡Lord Rosebery's ch c Bonnie Scotland, by Thormanby—Blue Bell (primrose and rose hoops, rose cap) ....F Webb 0
3 Lord Wilton's b c Censer, by See Saw—Fragrance (mazarine blue, black cap) ....C Wood 0
4 ‡Mr T Gree's b c Cyprus, by Lord Clifden—Idalia, (white, blue sleeves, red cap) ....Fordham 0
6 ‡Mr W Hudson's ch c Castlereagh, by Speculum—Lady Trespass (black and orange hoops)..J Osborne 0
8 Mr W Cookson's ch c John Frederick, by The Palmer—Clarinda (white, blue sleeves and cap)..Huxtable 0
9 ‡Mr J N Barlow's b c Knighthood, by Knight [illegible] cap) ...Snowden 0
10 Mr F Gretton's bl c Knight of the Cross, by Rosicrucian—Little Heroine (orange, purple belt and cap) ....T Cannon 0
11 Mr T J Monk's br c Noble, by night of the Garter—Lady Mary Clifden (purple, crimson sleeves, black cap) ....S Mordan 0
12 ‡Count Festetics's ch c Oasis, by The Palmer—Jenny Diver (orange blue cap) ....Morgan 0
13 ‡Count F de Lagrange's br c Pontoise, by Dutch Skater—L'Oise (blue, red sleeves, blue cap) Morris 0
14 ‡Mr Mitchell-Innes's br c Potentate, by King o' Scots—Dulcibella (black, crimson belt and cap)..Morbey 0
15 Mr Pulteney's br c Priscillian, by Rosicrucian—Pietas (white, blue sleeves, orange cap)...H Jeffery 0
17 ‡Lord Rosebery's b c Ridotto, by Cremorne—Songstress (primrose and rose hoops, rose cap).R Wyatt 0
18 Mr W J Legh's b c Sir Joseph, by Pero Gomez—Prosperity (blue, straw facings, straw cap)..Glover 0
20 Prince Soltykoff's b c The Callant, by Plaudit—Mercia (pink, black and gold belt) ....Hopkins 0
21 Prince Soltikoff's br c Thurio, by Tibthorpe or Cremorne—Verona (pink, black cap) ....Rossiter 0
22 ‡Mr Acton's b c Topaz, by Lecturer—Tormalin (dark-blue, yellow cap) ....Dodge 0
23 ‡Col Peyton's br c Zanoni, by Rosicrucian—Bathilde (black, black and gold sleeves and cap) T Chaloner 0

[The figures preceding the owner's name indicate the number on the card.]

BETTING AT THE START.

100 to 30 agst Insulaire	100 to 12 agst Cyprus
4 to 1 — Bonnie Scotland (at one time 3 to 1)	100 to 8 — Childeric
	100 to 7 — Attalus
6 to 1 — Sir Joseph	50 to 1 — Knight of the Cross
6 to 1 — Thurio	66 to 1 — Zanoni
100 to 12 — Sefton	100 to 1 — Oasis

PLACE BETTING.

6 to 4 on Insulaire	7 to 4 agst Sir Joseph
5 to 4 agst Bonnie Scotland	5 to 2 — Cyprus
	3 to 1 — Childeric
11 to 8 — Sefton	7 to 2 — Attalus
6 to 4 — Thurio	

THE RACE.

In accordance with time honoured custom, the big race was appointed to take place at three o'clock, but it was some few minutes after this hour before the paddock preliminaries having been satisfactorily gone through, Knight of the Cross led the way from the inclosure, but the delay was in no way attributable to the clerk of the scales, who had all his jockeys weighed out and the numbers hoisted on the indicator in excellent time. The horses had taken up their positions preparatory to cantering before the course was thoroughly cleared, and thus a few minutes more were lost, a circumstance the more irritating, as every moment wasted seemed to bring us nearer to a heavy downpour, which seemed immediately impending, judging from the ominous clouds which lowered overhead, the anticipation being strengthened by occasional threatening drops. Once the handkerchief had been waved, no further time was cut to waste, and, following Childeric, the runners quickly found their way to the starting post. Arrived there, we noticed Castlereagh, Zanoni, Cyprus, Sir Joseph, and Childeric most prominent of those occupying berths on the inside, while in the centre were Bonnie Scotland, Insulaire, and Knight of the Cross, and on the extreme outside were The Callant, Oasis, John Frederick, and Topaz. The horses quickly took their places and looked like going at the first attempt, as was the case last year, until the outside division, naturally anxious to get away on as good terms as the remainder of the field, broke into a canter, and so foiled the starter's intentions. On returning to the post Constable, for some reason or another, found occasion to dismount, but whatever the cause the matter was soon put straight, and with Sefton once more in a line with the others Mr. M'George found no difficulty in getting them again together, and without further delay dropped his ensign to a first-rate start. Of the entire fleet Knight of the Cross and Insulaire, in the centre of the course, were the first two to show in front, Bonnie Scotland, Childeric, and Priscillian also being noticeable of the first rank, but before a hundred yards had been covered the aspect of affairs was changed, and Priscillian, who by the way, ran in blinkers, settled down with a clear lead of Insulaire and The Callant, of which pair, however, the favourite was soon pulled back. By the time a furlong had been covered Priscillian was still clear of his field, of whom Pontoise had now taken second place, closely followed by The Callant, the next lot comprising Bonnie Scotland, Oasis and Thurio, who in turn were nearly clear of Knighthood, Attalus, Insulaire, Cyprus, Knight of the Cross, Sir Joseph, and Childeric, all in a cluster, the last three being John Fredesick, Topaz, and Castlereagh. With but little variation they ran thus to the top of the hill, or, in other words, the City and Suburban starting-post, when Bonnie Scotland, who never seemed to be going easily, dropped back with Potentate and Noble, and joined the rearmost division. Approaching the mile-post Priscillian held a lead of fully two lengths of Pontoise and The Callant, but as they passed that landmark he was deprived of the pride of place by The Callant, who rushed to the front with a view of serving his quondam stable-companion, Thurio. The second string of Prince Soltykoff was followed through the ferzes by Priscillian and Sefton, who had suddenly emerged from the ruck and taken up a prominent position. The Manton colt was so full of running that Constable wisely allowed him to force his way to the front before taking a pull at him, and thus it was that Sefton emerged from the furzes with a decided advantage of Prince Soltykoff's pair, viz., The Calant and Thurio, who in turn were just in front of Oasis, Childeric, Cyprus, Attalus, Sir Joseph, and Censer, between whom there was little to choose. After these succeeded Insulaire, Knight of the Cross, and Zanoni, Lord Rosebery's pair lying next with Knighthood, the last of all, tailed of being Pontoise. Down the hill as they made the approach to Tattenham Corner Sefton was still in possession of the command, his nearest attendants now being Oasis, Thurio and Attalus, and this quartette formed the vanguard into the straight, when Oasis and Attalus retired, and Childeric came with a rush into third place, Censer, as they came round the bend, drawing up fourth, closely pursued by Sir Joseph and Zanoni, Insulaire and Attalus lying next on the top ground. They had scarcely got safely over the road when Priscillian, who was at the time thoroughly well beaten, crossed his legs and came down a purler, his rider, H. Jeffery, being so heavily thrown that we regret to say he sustained a fracture of the collar-bone. When fairly in the line for home, and when it came to downright racing, Thurio beat a retreat, and Childeric for a moment pore his colours so prominently that it appeared likely he would come in by himself. The soft-hearted son of Scottish Chief, however, soon showed symptoms of having had enough of it, and refusing to answer to Archer's repeated calls, gave way to Insulaire, who drew up on the outside. Meanwhile Sefton was sailing away, apparently going within himself, but as soon as the Frenchman was observed coming upon the outside Constable sat down and rode him very hard, and though eventually he won pretty cleverly it is questionable whether he could have much increased the Judge's fiat, viz, a length and a half. Childeric was third, a similar distance in rear of Insulaire, and then at a clear interval came Topaz fourth. Thurio was fifth, Bonnie Scotland sixth, Attalus seventh, Castlereagh eighth, Cyprus ninth, Zanoni tenth, Oasis eleventh, and Sir Joseph next, and then a very long way off, were The Callant, who pulled upon the post, and Noble and Pontoise, who did not pass. Time, by Benson's Chronograph, 2 min 56sec. Net value of the states, £5,850.

PERFORMANCES AND ENGAGEMENTS OF THE WINNERS.

Sefton, a bay colt, was bred at the Glasgow Stud Paddocks, and at the yearling sale at Doncaster he caused some spirited competition, but after Mr. James Smith had offered 950gs he fell for 1,000gs. to the bid of Mr. W. S. Crawford, his present owner. Sefton, as a two year old, ran four times in public, his first appearance being in the Hurstbourne Stakes at Stockbridge, in which he was beaten only a length by Lord Falmouth's Redwing, Attalus finishing third, a neck from Sefton. In the Richmond Stakes at Goodwood he ran unplaced, as also in the Cri-

tution at Newmarket Houghton Meeting, both these stakes being won by Jannette, also the property of Lord Falmouth. His fourth race was for the Old Nursery Handicap at the Houghton, in which, carrying 8st 7lb. he finished third to Eminence (7st 5lb.) and Conductor (8st 3lb.), Singleton (8st 2lb.) being fourth. Sefton made his first appearance as a three year old in the Craven Stakes at Newmarket, when carrying 8st 5lb. he was only beaten half a length by the favourite, Thorio (8st 10lb.) a performance which at once brought him into prominent notice for the City and Suburban in the following week, for which Petrarch started favourite at 11 to 2, Kaleidoscope at 100 to 15, and Sefton at 8 to 1. The race afforded a splendid finish between the three placed, Sefton (5st 8lb.) winning by a head from Advance (3yrs, 8st), Manœuvre (4yrs, 7st 2lb.) being third, three-quarters of a length from the second. His next performance was in the Two Thousand, in which the three first horses in the Derby of to-day were only defeated by Pilgrimage, who won by half a length from Insulaire, Sefton being third, a length and a half from the second, with Childeric fourth, their starting prices being 2 to 1 aget Pilgrimage, 9 to 4 aget Insulaire, 9 to 2 aget Childeric, and 10 to 1 aget Sefton. *Engagement.*—Sefton's engagements as given in the official book of "Races to Come" comprise :—The Prince of Wales's Stakes and Rous Memorial at Ascot ; the Summer Cup at Newmarket July, and the St. Leger Stakes at the first October Meeting. In 1879 he is nominated for the Hardwicke Stakes at Ascot and the Champion Stakes at Newmarket Second October.

THE FAMINE COMMISSION.

PRELIMINARY OBSERVATIONS.

THE Commission has been led to the conclusion that the most convenient way of commencing their enquiries will be to frame a series of questions, answers to which they would desire to obtain before proceeding to form opinions on the matters submitted for their judgment.

The questions now circulated form a part of such a series. It is not anticipated that full and trustworthy answers to all these questions could be obtained from all parts of India within the necessarily limited time over which their enquiry could be reasonably prolonged. But so far as such answers can be got, they will be of great value, and the attempt to collect them from the parts of the country to which the present enquiry chiefly refers, may be made so far as practicable.

Under these circumstances the Governments of the Madras and Bombay Presidencies and of certain selected Provinces in the Bengal Presidency, have been addressed with a view to their taking such steps as appear to them best calculated to supply the desired information so far as it seems possible to obtain it within a definite period. At the same time the questions are published so that the opportunity may be given to any one interested in the enquiry (not officially called on to do so) to supply answers if he feels so disposed. Any such answers should be addressed to the Secretary to the Famine Commission.

It is not necessary that every one who answers these questions should attempt to answer them all. It will be more advantageous to the Commission if each person answers those questions regarding which he has most practical experience, or to which he has devoted special attention.

Every gentleman who answers these questions, or any of them, is requested to preface his replies by stating in a precise manner, what district he proposes to write of, and what is the nature of his connection with or knowledge of that district, over what length of time it has extended, and specially what opportunities he has had for observing famines, and what experience in carrying out measures of famine relief.

CHAPTER I.

CONDITION OF THE COUNTRY AND PEOPLE.

What is the normal system of rainfall in your Province? From what quarter does the rain come, and in what months does it fall? Give any returns you possess showing the average amount gauged in each month ; and state whence they are obtained, and how the registers of rainfall are kept. Within what limits can the rainfall vary without doing serious injury? What is the amount of rainfall for each month, and for the whole year, which, judging from past experience, you consider to be sufficient for agricultural necessities? What are the different agricultural operations depending on the due arrival of each of the expected monsoons or seasonal rains? What is the effect on the crops of the failure of any of these elements of rainfall, and what is the combination of circumstances under which the worst results have been produced? So far as necessary differences in the several districts should be distinguished and separate returns supplied for them.

2. What part of the country is most subject to famine and freest from it, and why? What is known as to past famines, their causes, their dates, their extent locality, and their severity as tested by prices, mortality, loss of revenue and expenditure on relief? Give, as far as possible, precise figures. Has the Province suffered from any other destructive calamity, such as floods, frost, hail, locusts, blight, &c., to such an extent as to produce distress amounting to famine or to create any general and wide-spread failure of the crop? To what extent do famines in any past period appear to have affected the general condition of the country, and how long has the effect lasted? Has the condition of the country improved in spite of such calamities? What is the normal increase in the population of the country, and how far has it been affected and kept down by famine? What are the facts on which your opinion on these last points is based?

3. Give any statistics you possess as to the average area in each district under cultivation yearly, distinguishing food crops from others ; the average amount of the chief food-grains produced per acre ; the total consumption in the district of such grains ; the surplus that remains for export, or the deficiency that has to be supplied by import in ordinary years. How are these statistics collected, what amount of reliance may be placed on them, and what suggestions can you make for their improvement? If you have no statistics on these subjects, give any approximation or estimate you can.

4. What area of your Province and of its several districts is protected from drought in an average year by irrigation from wells, tanks or jhils, canals, or channels from rivers? To how much of this area is the protection complete and permanent, and how much is dependent on the local rain? How much of the area so protected is devoted to food crops, and what is the total amount of produce from that area? What is the effect of irrigation of crops [other than food crops] in adding to the powers of the population to resist famine? Supposing canals, tanks, wells, and jhils to be utilized to the utmost extent and kept in the highest possible order, what extent of the country would be protected from drought in a year when there was a failure of the rain?

5. What grains form the staple food of your people? When are they sown and harvested, and what are the critical times at which rain is essential to each of them, or at which a failure or an excessive fall of rain may be mischievous or ruinous?

6. What proportion of the cultivated land and what class of crops is manured yearly, and what is the average weight of manure given to the acre—[1] in land constantly manured ; [2] in land occasionally manured? If there is any customary rotation of crops or fallows, state it.

7. Have any attempts been made by the Government or private persons to improve agriculture in your Province, either in the way of introducing new or improved implements or new staples, or improved seeds or better methods of cultivation, or better breeds of cattle, and so forth? and with what result? Have you any suggestion to make for such improvement? Is there any Government model farm in your Province? Or have any estates under the management of Government or of the Court of Wards been used for the object of making experiments or setting examples of improved agriculture? If so, state the system of management, whom they were placed under, and what the results, financial and agricultural, have been? Have any improvements been made in the breed of cattle, in the forms of ploughs, carts, sugarmills, or any other agricultural instruments, or in the mode of drawing water from wells? Have any agricultural exhibitions been held in your Province, and have you observed that any good result has been obtained from them? Was anything exhibited the imitation or adoption of which would have been useful to and practicable by the ordinary cultivator? And if so, was there any willingness to imitate or adopt such improvements? Have you observed that there has been any deterioration of the soil, or that crops are worse than they used to be within your own experience? Does any such question specially arise in case of irrigated land? State specifically on what facts you base your replies. Where there is any popular belief in such deterioration, state what facts are adduced in support of it.

8. What proportion of your population is agricultural, that is, either directly engaged in the cultivation of the soil, solely or in combination with some other occupation, or deriving their chief income from the land? And of this class what proportion live entirely by the profits of the cultivation of their own land, and what proportion support themselves wholly or in part by field labour for others?

9. What is the ordinary economic condition of the portion of the agricultural population directly engaged in the cultivation of the land and possessing any proprietary or occupancy interest in land? Illustrate your reply by giving the actual facts as to a few typical instances of such persons taken from four or five different villages in several districts of your Province. State with regard to each, what area of land he holds for tillage or grazing, what his family consists of, what amount of food-grain and what value of other produce he raises on an average off his land in a year, what rent or revenue or cesses he pays for his land, what expenses he incurs in hired labour other than his own labour and that of his family), what amount he spends in a year in purchases of necessaries which he cannot produce on his land, what kind of house he lives in, how many rooms it possesses, and how many outhouses, what quantity of cattle or other live-stock he possesses, what other property, and what stock of grain. How does he dispose of any surplus income, whether by hoarding or lending his money, or investing it in ornaments, or spending it on marriage ceremonies, or otherwise? What are his debts, and to what are they commonly due? State what proportion of the agriculturists of your district you believe to be in debt, and what proportion their average indebtedness bears to their average yearly income. Endeavour to obtain the opinions on these points of well-informed and trustworthy native residents of different districts, and in submitting such opinions explain the position of your informants, and the probable means at their command of forming correct conclusions.

10. Describe the tenures of land (proprietary and occupancy) which are most common, and as nearly as you can the area of cultivated land held by each kind of tenure. How far does the character of the tenure appear to affect the economic condition of the person holding it? Are there any conditions of tenure (such for instance, as unrestricted freedom of transfer) which might be changed with advantage to the holder and without injury to other parties?

11. Are the holders of the above tenures in the habit of carrying out material improvements such as digging wells, or channels necessary in order to use the water in a canal? Are there actions in this respect affected most by the security or insecurity of their tenure, or by their wealth or poverty? Or are there any other reasons which hinder such investments of their labour and capital? what have been the effects of recent Land Improvement Acts? Have they tended to enlarge or narrow the making of advances by Government? Does the condition of the country render it desirable that the operation of these Acts should be facilitated, or their scope enlarged, and are there any apparent difficulties in the way of doing this that could be removed? Is the demand for interest on Government advances obstructive or prohibitory?

12. How far is the landowners or the cultivators readiness to improve the land checked by any operation of the law? Is the digging of wells checked in any such way? How far does the expectation of having to pay increased revenue or rent in consequence of any improvement check the execution of improvement?

13. What is the general incidence of land revenue on the cultivated area, both for the arable land as a whole and for the different classes of such land (irrigated, dry, &c.)? What proportion does such revenue bear to the value of the gross produce? Is the incidence on the various classes of land fairly distributed, or would you propose any re-adjustment of it? When was the assessment fixed? Has there been any practical difficulty in realizing the land revenue as now assessed? At what dates are the instalments of revenue payable, and what relation do these bear to the ordinary periods of harvest or of realization of rents, as the case may be? Do the several instalments bear a fair proportion to the value of the several harvests from which the revenue or rent has to be made good? What rate of interest, if any, is charged on land revenue in arrear?

14. What is the average price of land per acre? What amount of land on an average is sold every year for arrears of revenue and for decrees of Court? What quantity of land has been transfered in your district to non-agricultural and non-resident landlords?

15. What are the wages usually paid to hired field labourers? Are they paid in kind or money? Give the rates as far as you can for the chief kinds of labour in ordinary years. Is the hired labourer usually able to subsist with fair ease on the grain or other payments he receives at harvest and other periods during the intervals between such payments, or is he frequently forced to borrow and forestal future payments.

16. What is the normal rate of prices of each of the chief staples of food in certain typical districts? What is the usual variation between the prices at harvest time and other times of the year? What rise in price would indicate the approach of alarming scarcity? In past times of severe scarcity, what effect has been produced on prices ; has the rise been sudden or gradual, and has it affected one staple more than other? Or has the rise been of such a character as to tend to equalise the prices of all staples?

17. What is the state of your Province as to the activity of commerce? Has it an energetic and enterprising trading class? Do any of the districts subsist mainly on its own resources, and export or import little? Or is there an active and constant ebb and flow of trade?

18. What are the facts in your Province as regards the means of communication? Do bridged and metalled roads connect all the important centres of trade that should be thus connected? Are the roads in good working order and sufficient for the traffic on them, or not? Are they open through the year, or closed for wheeled traffic in the rains? Is the ordinary means of conveyance by wheeled carriage, or by pack-bullocks ; and if by wheeled carriage, is there a sufficient number of carts in the district for all its wants? What is the ordinary cost per mile of conveying one ton of merchandize either by wheeled or by pack carriage?

19. If there is no railroad in your district, what are the nearest stations, and by what kind of road is it reached? If the railway runs through the district, state whether its effect has been to equalise prices and to stimulate trade, or not, as far as you have observed. And give the facts on which your opinion is based.

20. If there is water communication in your district, give an account of it : what kinds of boats are used, what their number is, what the nature is of the traffic they convey ; state whether the navigation is capable of any improvement, and whether it is conducted on natural channels, or by canals, and if by the latter, under what regulations? What is the ordinary cost per mile of boat carriage for one ton?

21. Is there any portion of your Province into which by reason of the want, or the badness, of the roads or other means of access, or of local or temporary disturbing causes of weather, &c., it might be impossible or difficult for unassisted trade in time of scarcity to throw enough grain to feed (say) one quarter of the population for six months? If there is such a part, state where it is, what is its area and population, and what are the special difficulties to be overcome, and how they might best be removed.

22. To what extent has telegraphic communication been established between the chief towns of your Province? Having in view the value of rapid communication in time of distress, are there any important lines which it might be desirable to construct?

23. Has there been within the historic period any sensible denudation of the forest in, or bordering on, your Province? Can it be tested by statistics showing over how much area forest or scrub jungle has been cut down? Can you state any specific facts which lead you to think that such deforestation has caused injurious effects in any way, either in respect to the fall of rain, or the abundance or permanence of water in streams, or wells or the sub-soil, or the denudation of the surface soil so as to render it unfit for cultivation? And what injury has been produced, and to what extent? Can you adduce any direct evidence that such injury as you think has been caused by the clearing of forest, has been remedied by its reproduction? If you think the clearing has been injurious, what steps would you propose to take towards reboisement? Should it be done by artificial planting, or by conservation of the tract, so as to keep out cattle-grazing and fires? Can such conservation be effected without interfering with any vested rights of the people, or with their consent, if interference is necessary? Which of the two methods would be easiest, cheapest, quickest of operation, and most effectual? To what extent and on how large an area could either method be followed?

24. Can any estimate be made of the number and proportion of deaths which are the inevitable consequence of famine, not being due directly to starvation but to such privations as adults in health can bear with safety, but which prove fatal to children or the old and sickly ; or to such diseases as follow in the train of famine from eating unwholesome food, roots, berries, leaves, &c., or arise from other and obscure causes like cholera and fever commonly concomitant on famine? What statistics exist as to past famines to show the depopulation that they have caused, and how far it is due to an increased death-rate, to emigration, or to a decreased birth-rate? If any special census was taken after the famine, state whether any trustworthy information was obtained as to the different classes of population which have suffered most ; whether the early stages of a famine affect certain classes more or less, severely than its later stages ; whether the loss of life has been greater among males or females, among adults or children, to what extent the birth-rate has been affected ; and how far local influences, peculiarities of administration, or tenure, climate, soil, water density of population, systems of cultivation, &c., have tended to mitigate or intensify the inevitable effects of scarcity.

25. If no such census was taken, state what information is to be got from the mortuary returns for the period embraced by the last famine in your Province as compared with those for ordinary periods, and what conclusions may be drawn from those returns.

26. It has been laid down by the Government of India as a settled principle that local financial responsibility should be enforced in the case of a famine as far as possible. With this view special taxation has recently been imposed on the country, the proceeds of which the Government has proposed to apply as a mutual assurance fund which will be available for the benefit of the people on whom the calamity of famine may actually fall. But it has been recognized that it would be preferable if some portion of this taxation could be made more strictly local, both in its levy and its application to relief purposes. Can you suggest any way by which it might be rendered practicable to provide that where State funds have been expended on the relief of famine, such expenditure should be recovered from the locality which has benefited by it under any system of (taxation in modification of or in substitution for that recently adopted and not in addition to it) in a manner that should bring into operation a sense of local responsibility, first in the direction of securing the lives of the people, and second of protecting them from unnecessary expenditure on relief? How could such a principle be applied to a smaller area than that of a Province or Presidency? Could the expenditure in a single district or sub-division of a district be recovered from that district or sub-division by such special taxation wholly or in part, or under any special circumstance, or in reference to any class of the community requiring relief, leaving a smaller or larger portion of the charge to be made good from the Province or Presidency at large, or from the resources of the Government of India? Could any plan be suggested under which, subject to similar limitations, a municipality might be required to bear the cost of feeding its own poor? What kind of special local taxation should be adopted for this purpose? What would be the probable effect (1) on the minds of the people, (2) on the temper of the officials, of the knowledge that the cost of famine relief expended on their behalf or by them would have to be recouped by local taxation? Is there any reason to suppose that the sense of local responsibility, if it could be brought to bear, would not operate beneficially in the case of relief of the distressed portion of the population in India?

CHAPTER II.

RELIEF DURING EARLIEST STAGES OF DISTRESS.

1. How does distress consequent on drought first make itself felt among the people, and how is it first brought to the notice of the district officers? What are the indications by which the district officer would judge whether the distress is due to temporary or local scarcity, or is likely to be the forerunner of very severe general distress ending in famine? What steps should be taken to ensure that such indications are brought to his notice? To what extent does the existing district organization suffice to ensure early and trustworthy reports, and, if not sufficient, what other measures are suggested as requisite.

2. Which classes of the rural population are first affected by serious failure of crops likely to produce famine? In what way are they affected, and how is the effect manifested? Do the early applicants for relief consist of whole families or of isolated individuals? Are all sexes and ages equally represented ; or do women and children preponderate among them? So far as the applicants are field labourers deprived of employment, does this arise because the employers have no money or grain to spend on wages, or because there is nothing to do in the fields?

3. What classes of the urban population are the first to feel the effects of famine, and in what way do those effects operate on them, and how do they manifest themselves? How may they best be watched and met in their first stage?

4. There is a considerable number of poor and infirm persons, who in ordinary years are supported by their richer relations and friends or caste fellows, and of habitual mendicants, but who become claimants of State relief when scarcity or famine arises. What is, approximately, the proportion of this class to the total population, and at what stage do the springs of private charity begin to dry up?

5. It is obvious that if an accurate forecast of the condition of the people during the approaching season, following any more or less serious failure of the ordinary harvest could be made by the district officer, it would be of great utility ; in what way could he make it, and on what data should his calculations be based? Suppose, for instance, that he estimates that half the average food-crop has been lost : for the support of how many people does the balance that is saved suffice? How are the rest of the people to be fed? He must form an estimate of the food-stocks in the country and of the power of trade to bring in more. Supposing these two elements sufficient to supply what is wanted, there would be no famine of food. But there may be lack of money to purchase food ; how is an estimate to be framed of the number of persons who would probably be able to purchase, and of the number who must be assisted by the State, either by employment which will bring them wages, or by food if they cannot work? These would consist mainly of the classes indicated in questions 2, 3, 4 viz., the field labourers, the urban poor, and infirm dependants or mendicants. What numbers approximately of these classes would you expect to have on your hands if the food-crops in your district failed to the extent of ½, ¼, or ¾? and if this happened in two consecutive years?

6. What measures should the district officer adopt for relief, supposing that he believes the distress to be temporary, or is not satisfied that it is indicative of approaching famine? Should applicants be first employed as far as practicable on the ordinary works in progress, whether under provincial or local officers, or under agents of the Public Works Department, or Municipalities? Under what tests should applicants be admitted? Under what circumstances may it be desirable to open special works? How should such special works be arranged? Whether so as to collect the applicants in comparatively large numbers at a few localities, or to give them employment in smaller bodies at many places in the distressed region and in the vicinity of their homes? May such works be best placed under the Public Works Department or under Civil supervision? State the arguments in favour of, and against, either course. How may the Public Works officers be best placed in communication with the district officers for these purposes? How should the Public Works officers be guided in their selection of works for relief? And on whom should the responsibility rest, in the district, for seeing that all needful steps are taken by all branches of the public service concerned?

7. Under what circumstances should poor-houses be opened to give relief without a labour test? Are there any other practical ways of affording relief at this stage except through private charity?

8. Is there at this stage of the operations any field especially appropriate for the intervention of private charity? If so, what is that field, and how should the charity be organized and directed?

9. To what extent and in what manner may the organization of Municipalities and Local Fund Committees, so far as they exist, be utilized in this stage? In the absence of such local bodies, how could the co-operation of influential non-official persons be best organized and utilized either in connection with the regular district authorities, or otherwise? state specifically what plan would be suitable in your district?

10. Have cases occurred in which such measures as those referred to in paragraph 31 of Chapter III., regarding village inspection, would properly be introduced during this, the earliest stage of distress?

11. What local charities exist in your district for distributing food to the people? Are they appropriated to any particular class, or are they available in times of distress for feeding people of all classes? What is their annual value, and how many people are benefitted by them? How are they managed? Could they be made more effectual for charitable purposes in times of famine?

12. It is assumed in question 6 that the district officer believes the distress to be temporary, or is not satisfied that it is indicative of approaching famine. But it is possible that he may be mistaken in his appreciation of the facts he at first observed. What indications would lead him to conclude that he had been mistaken, and that famine is imminent? What steps should he take to have any such indications brought to his notice? The most obvious points would be such as these : to obtain the best information as to the character and progress of the crops on the ground ; as to the prices and the kind of grain exposed for sale in the markets ; as to the fullness of stocks in the market and the quarter whence they come as to police returns of lawlessness and crime ; mortuary returns of deaths ; reports of deaths by starvation in villages, and more especially roadside deaths ; emigration or movements of the people in any direction ; sales of ornaments and jewels. Are there any other such indications, and in that way should he secure that such facts should be immediately brought to his notice?

13. On the other hand, the distress which the district officer has held to be serious, though temporary, may turn out to be so slight as to require no special measures of relief. What are the indications which would lead to the conclusion that this is the case : and what steps should he take when he comes to that conclusion? Are any precautions requisite to guard against an erroneous estimate of the necessity for offering relief other than those which are supplied by the application of suitable labour or other tests?

(To be continued.)

IT will be in the recollection of many of our readers that the Madras Government some short time ago prohibited the importation of cheap fire arms. We now hear that a consignment to one of our local firms is not allowed to be cleared from the Custom House. The firm maintain that their order for their fire arms was forwarded to their agents in London long before the prohibition order was made known to them. The matter, we hear, is to be forwarded on to the local Government for order.—*Madras Times.*

CHEATING.—On the morning of the 21st, while tickets were being issued at Negapatam for the mail train, a native female desirous of purchasing a ticket to Trichinopoly, endeavoured to get to the window to purchase her ticket, but being unable to make her way from the crowd a young East-Indian offered to get her the ticket ; whereupon she gave him its value, viz., 13 annas. Instead, however, of purchasing a ticket for her to Trichinopoly he got her one to Sickle, the value of which is only one anna. The woman received the ticket, but on getting to the platform she showed it to a police peon, and asked him to see if it were all right, when the man told her it was to Sickle and not Trichy. The woman immediately took the peon and pointed out the lad who had purchased it for her. The parties were taken to the station master who enquired into it, and on the person of the lad were found eight annas in silver and four other 3rd class tickets to Sickle, which he alleged he had purchased for some of his people. The boy made a rambling statement, but when the guilt was fairly brought home to him, and the station master had ordered the peon to take him in custody, he offered to pay the woman the money ; his offer was, however, rejected, and he was taken off to the police station.

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The Bombay Gazette.

No. 9,247—New Series. BOMBAY:—THURSDAY, JUNE 27, 1878.

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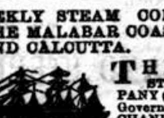
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The S. S. CALCUTTA, 862 Tons, 120 H. P., Commander W. B. Mason, will be despatched on WEDNESDAY, the 3rd July 1878, at 4 p.m.

N. B.—No shipping orders will be granted on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th, and BOMBAY on the 1st of each month.

For extra steamers see list given below.

PASSENGERS' RATES.
(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class. (Including Wines)	3rd Class. (Without food.)
Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles	52	35	14-10

Children under 3 years, free of charge; Children not above 10 years, half fare.

NEXT STEAMERS FROM BOMBAY:—
ASSIRIA, to sail on MONDAY, 1st July 1878.
ARABIA, to sail on THURSDAY, 1st August 1878.
AUSTRALIA, to sail on SUNDAY, 1st September 1878.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A. M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, Feb. 4, 1878.

HALL LINE.

S. S. CITY OF BALTIMORE



WILL sail for SINGAPORE and HONGKONG about the 29th instant.
For Freight or Passage, Apply to

W. & A. GRAHAM & Co., Agents.

ANCHOR LINE, INDIAN SERVICE.

S. S. OLYMPIA.
BOMBAY TO LIVERPOOL, VIA KURRACHEE.



TO SAIL from here about the 28th instant, and from Kurrachee, about the 6th proximo,
Apply to

W. & A. GRAHAM & Co., Agents.

CAUTION TO THE PUBLIC!

DR. BRIGHT'S PHOSPHODYNE.

WHEREAS it having become known to the Proprietors of DR. BRIGHT'S PHOSPHODYNE that a Medicine, emanating from an unscrupulous London firm, is exported to India and China, and foisted on purchasers as equal in efficacy to Dr. Bright's Phosphodyne, they feel it due to the public to specially caution them against this compound, and request their most careful attention to the following distinctive characteristics of Dr. Bright's Phosphodyne:—

1st.—That Dr. Bright's Phosphodyne is sold only in cases.
2nd.—The words "Dr. Bright's Phosphodyne" are clearly blown in each bottle.
3rd.—The Registered Trade Mark and Signature of Patentee are printed on the label of every case.
4th.—Directions for use in all the following languages are enclosed in each case, without which none can POSSIBLY be genuine—

English, French, German, Italian, Dutch, Spanish, Portuguese, Russian, Danish, Turkish, Persian, Hindostani, Madrasse, Bengalee, Chinese, and Japanese.

DR. BRIGHT'S PHOSPHODYNE
Is the Only Reliable Remedy for
NERVOUS AND LIVER COMPLAINTS
AND ALL
FUNCTIONAL DERANGEMENTS.

DR. BRIGHT'S PHOSPHODYNE is patronised by the aristocracy and the élite, extensively used in the army and navy, and strongly recommended by the leading Medical Practitioners.

DR. BRIGHT'S PHOSPHODYNE
Is sold by all Chemists and Patent Medicine Vendors throughout the Globe.

N.B.—Ask for DR. BRIGHT'S PHOSPHODYNE and do no be persuaded to take any useless AND POSSIBLY DANGEROUS SUBSTITUTES.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.



THE following or other Steamers will be despatched for EUROPE:—

Vessels.	Tons.	H.P.	Captains.	1878.
(s) MIRZAPORE	3763	600	A. Parish	28th do.
— SUMATRA	2488	450	C. Anderson	5th July.
(s) PESHAWUR	3781	600	C. A. White	12th do.
— KHIVA	2609	450	G. Lee	19th do.
(s) CATHAY	2983	450	R. T. Dundas	26th do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceeds direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.
For Passage &c., apply to

J. R. KELLOCK, Superintendent.

Bombay, 17th June 1878.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.



THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta:—

Vessels.	Tons.	H.P.	Captains.	
PEKIN	3777	600	W. Woolcott	8th July.
KASHGAR	2621	450	E. J. Baker	22nd do.

A Launch leaves the Company's Dock Head, at Mazagon, at 3 p. m. on the day of sailing.
For Passage, &c., apply to

J. R. KELLOCK, Superintendent.

Bombay, 17th June 1878.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT COLOMBO AND GALLE.



THE following Steamers will be despatched for the above ports:—

Vessels.	Tons.	H.P.	Captains.	
SIAM	3026	500	G. W. Hector	19th July.

A Launch leaves the Company's Dock Head, at Mazagon, at 3 P. M. on the day of sailing.
For Passage, &c., apply to

J. R. KELLOCK, Superintendent.

Bombay, 17th June 1878.

NOTICES.

B. B. & C. I. RAILWAY.

COMMENCING on the 1st July there will be a REDUCTION in the 3rd CLASS FARES by MIXED and ORDINARY TRAINS, and the TERMS for which 3rd CLASS RETURN TICKETS are available will be ALTERED.
Full particulars can be obtained on reference to the Company's Time Tables, or on application at the Stations.

J. R. DUXBURY, Traffic Manager.

Bombay, 24th June 1878.

For Sale at this Office, under the authority of the Bombay Chamber of Commerce,

THE AMENDED FORM OF BILL OF LADING for Steamers from BOMBAY to LIVERPOOL via the SUEZ CANAL, as sanctioned by the Bombay Chamber of Commerce, at their Meeting on the 28th August 1872. Price per 100 Copies, Rs. 4; 50 Copies, Rs. 2-8; 25 Copies, Rs. 1-4 and for single Copy, One Anna.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order a moderate prices.
Specimens may be seen at the "Bombay Gazette" Office.

THE NEW WARRANT OF PRECEDENCE

WITH THE
SUPPLEMENTARY GRADED LIST,
Issued on the 1st November 1877.
In pamphlet form, price 8 as.
BOMBAY GAZETTE OFFICE

ENO'S EFFERVESCING FRUIT SALT,

A palatable and refreshing Saline.
Cash Re. 1-12......per bottle......Credit Rs. 2-0

AGENTS FOR THE BOMBAY PRESIDENCY,
TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

THE TREATY OF SAN STEFANO.

On sale, at the *Bombay Gazette* Office,

COPIES of coloured Maps showing the exact territorial changes effected by the Treaty of San Stefano in Europe and Asia. These Maps, which are *fac-similes* of those presented to Parliament along with the Treaty, are very carefully and clearly executed, and will be found very useful for reference at the present time. Price 8 As. each Map.

ILL-HEALTH.—Numerous Diseases arise or cannot be got rid of by reason of impurity of blood. OLD DOCTOR JACOB TOWNSEND'S SARSAPARILLA has now for nearly half a century been prescribed in all such cases. Its cleansing, tonic, and restorative qualities render it peculiarly efficacious in cases of Biliousness, Disordered Stomach or Liver, Headache, Skin, Blotches, Piles, and ailments arising from a tainted state of the blood or debilitated constitution. To those living in crowded cities or in unhealthy districts its effects are magical. Many remedies for particular diseases fail in consequence of the enfeebled and impure state of the system. Cleanse, strengthen, and purify the system and blood, and maladies which have long proved incurable will vanish or yield to other remedies.
In conjunction with this invaluable Preparation may, with great advantage, be taken the OLD DOCTOR'S SARSAPARILLA PILLS, aperient and alterative, but not purgative. Wholesale Agents Messrs. Bathgate and Co. for Bengal and Calcutta; Messrs. Barry and Co. Vepery, Madras, or at the Sarsaparilla Depot, 131, Fleet Street, London.

THIRD ANNUAL PUBLICATION.

NOW READY,
MACLEAN'S GUIDE TO BOMBAY
AND
BOMBAY DIRECTORY
FOR
1878.

PRICE Rs. 5; *With Postage*, Rs. 5-2.
Printed and published at the *Bombay Gazette* Office.

PART I.
HISTORY, STATISTICS AND DESCRIPTION
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View of the Queen's Statue.
Map of Bombay.
Map of India.
Almanack, 1878.
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Government and Revenue (Imperial, Provincial, and Municipal).
Descriptive Account of Bombay and the Principal Objects of Interest in and about the City.
Descriptive Account of the Principal Festivals held in Bombay.
Excursions from Bombay.
Movements of the Mail Steamers of the P. and O. S. N. Co., during 1878. (Outward Route).
Do. (Homeward Route).
Through Routes and Fares from Bombay to Places in India and Abroad.
G. I. P. Railway.
B. B. and C. I. Railway.
Through Train from Bombay to Ahmedabad, &c., and *vice versa*.
Through Train between Bombay and Madras.
Through Train between Madras and Bombay.
Through Train between Bombay and Calcutta.
Through Train between Calcutta and Bombay.
Through Trains from Bombay to Delhi, Lahore and Mooltan.
Through Trains from Mooltan, Lahore, and Delhi to Bombay.
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Leading Mercantile Firms in Bombay.
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Public Offices and Institutions.
Fort Street Office Directory.
General Street Directory of European Inhabitants.

NEW ADVERTISEMENTS.

BOMBAY GYMKHANA GOLF.

THE "BLACKHEATH MEDAL" will be played for on the 15th and 16th July, and the "S. GEORGE'S MEDAL" on the 29th and 30th idem. For further particulars see NOTICE BOARD, GYMKHANA PAVILION.

A. B. CHALMERS, Honorary Golf Secretary.

26th June, 1878.

BOMBAY EDUCATION SOCIETY—BYCULLA SCHOOLS.

TENDERS for the SUPPLY of BREAD, FLOUR, &c., (consumption averaging about Rs. 800 per month) from August to December 1878, will be received up to 15th July 1878, at the Secretary's Office, Byculla Schools, where Forms of Tender, &c., may be had on application.
Byculla, 26th June 1878.

FOR SALE, 10 HANK BOBBIN REELS by Joseph Stubbs; 1 PATENT SELF-STOPPING WARPING MACHINE by John Dugdale and Sons, and India Rubber Valves of different sizes. For price and particulars apply to

DINSHAW NOWROJEE, Manager,
Khatau Makanji Spinning & Weaving Company Mill, Byculla.

THE GREATEST LUXURY

In a hot Climate,

PEARS' TRANSPARENT SOAP,

Pure—Fragrant—Durable—The BEST for Toilet—Nursery—Shaving.
Recommended in the Journal of Cutaneous Medicine, by the Editor,
Mr. ERASMUS WILSON, F.R.S., as "The most refreshing and agreeable balm for the Skin," used by the PRINCE and PRINCESS of WALES and their Children.
Sold by Chemists and Perfumers everywhere.

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SANCTIONED BY HER MAJESTY THE QUEEN.
HEALTH, STRENGTH, AND ENERGY.

DR. LALOR'S PHOSPHODYNE.

Trade Mark—PHOSPHODYNE.

DISCOVERED and SO NAMED, A.D., 1862, BY R. D. LALOR, M.D.
Pleasant to the Taste—Nature's Brain and Nerve Invigorator.
The only Safe, Prompt, and Reliable PHOSPHORIC REMEDY for Overworked Brain, Worry, Anxiety, Excitement, Late Hours, Business Pressure, Nervous Prostration, Wasting Diseases, Functional Derangements, Consumptive, Stomach, and Liver Complaints.

PHOSPHODYNE
Purifies and Enriches the Blood; Clears the Skin; Thoroughly Invigorates the Brain, Nerves and Muscles; Re-energises the Falling Functions of Life, and thus Imparts Energy and Fresh Vitality to the Exhausted Nervo-Electric Force; and Rapidly Cures every form of Nervous Debility, Paralysis, Nervous, Mind and Heart Diseases, from whatever cause.
In Large Bottles at 4s. 6d. each.
DR. ROBERT D. LALOR, BAY HOUSE,
32, Gaisford Street, London, N.W.
(The Sole Proprietor and Originator of Phosphodyne.)

BASE PIRACY.—Beware of a Worthless Imitation of Dr. Lalor's Phosphodyne being advertised in the Newspaper Press of India and the Colonies, (but dare not be sold in England,) and also the Piracy of Dr. Lalor's Prospectus (published A.D. 1864), and four of his Testimonials, the dates of which have been altered from 1865, 1866, and 1867, as in the Original Letters, to 1870; (copies of Original Letters, with Prospectus, sent post free.) The genuine Phosphodyne bears the Christian, Surname, and Address as above; also a Registered Trade Mark, to copy which is Felony.
The name DR. LALOR'S PHOSPHODYNE is blown in the glass of each bottle, and is manufactured only at Dr. Lalor's Laboratory, London, England. Medicine Vendors are hereby warned that Legal proceedings will be taken against all Persons selling the Fraudulent Imitation after this Notice.
Wholesale and Retail Agents for the Bombay Presidency:—Treacher & Co., Limited; Smith, Stanistreet & Co., Calcutta; R. Robertson, Caylon; O'Hara, Bangalore; Llewellyn & Co., Shanghai; and all Medicine Vendors.

SALES BY AUCTION.

MENESSE AND COMPANY.

THIS DAY, THURSDAY, the 27th instant, Messrs. MENESSE & Co. will hold their usual weekly auction sale at their rooms of a quantity of grey and colored piece goods, twist, &c., &c.
On account of the concerned.
5 bales damaged American drill.
2 cases damaged Bhopal dress.

MENESSE & Co.

Bombay, 27th June 1878.

BENNETT AND COMPANY,

No. 4, FORBES STREET.

AUCTION SALE of piece goods at the office of Messrs. Wallace and Co., Parsee Bazaar Street, Fort.
On WEDNESDAY, the 3rd July, at 3 P.M., Messrs. BENNETT and Co. are instructed to sell by Public Auction, at the abovementioned place, printed and coloured piece goods, &c.
N. B.—The above will be sold in small convenient lots to suit the requirements of purchasers.

AUCTION SALE of Valuable and Handsome Jewellery, Wearing Apparel, Naval Uniform, Drawing Instruments, Furniture, Mess Kits, Books, &c.
On MONDAY, the 1st July next, at 1 p.m., Messrs. BENNETT & Co. will sell by Public Auction at their rooms, the valuable and handsome jewellery, wearing apparel, naval uniform, &c., &c., the property of late Mr. James Kerr, I. N.

BENNETT & Co.

Bombay, 27th June 1878.

MEHRJEE, JOHNSTON AND Co.

SALE OF valuable landed property consisting of land and commodious four storied house in the Elphinstone Circle within the Fort, at present in the possession of the Malabar Company, Limited.
(Unless previously disposed of by private bargain.)
On MONDAY, the 29th July 1878, at 4 p.m., Messrs. MEHRJEE, JOHNSTON & Co. will, under instructions from the owner of the Malabar Company, Limited, submit to Public Auction on the premises:—
All that piece or parcel of land or ground, situate, lying, and being on the west side of Elphinstone Circle Cross Road, within the Island and Fort of Bombay, in the subdistrict of Fort and Colaba, containing by admeasurement 374 square yards or thereabouts, and bounded on the east by the said Elphinstone Circle Cross Road, on the west partly by the property of Manockjee Cursetjee Powwalla, and partly by a passage dividing it from the property of Messrs. Graham & Co., on the north by the Military Store Lane, and on the south by property lately belonging to Hormusjee Bomonjee Wadia, together with the house and buildings erected and built partly on the said piece or parcel of ground, and partly upon the arcade covering the footpath running down the side of the said Elphinstone Circle Cross Road, which said premises are now in the occupation of the said Malabar Company, Limited, and its tenants.
For further particulars and conditions of sale apply to the undersigned, at their new office, No. 4, Forbes and Meadow Streets, Fort.

MEHRJEE, JOHNSTONE & Co.

Bombay, 27th June 1878.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows:—Not exceeding 3 lines, Re. 1; each succeeding line 8 As. No trade advertisements are admitted under this scale.

WANTED IMMEDIATELY in the Fort, one Sitting Room and two Bed Rooms, either Furnished or Unfurnished. Address "DELTA," care of this Office. Terms must be Moderate.

ADVERTISER is open for ENGAGEMENT as MILL MANAGER, is a thorough practical man, has had 6 years' experience in India. Address M., *Bombay Gazette*.

FURNISHED UPPER-STORIED BUNGALOW on Malabar Hill TO LET immediately for three or more months. Apply to GLOVER & Co., Prince's Dock.

FOR SALE, nearly new, 14 HORSE POWER TANGAPE'S HORIZONTAL ENGINE. Apply to W. NICOL & Co., Metal Mart, Byculla.

AQUARIUM FOR SALE. No reasonable offer refused. Original cost Rs. 150. Apply to A. L., *Bombay Gazette*.

FOR SALE, a Pair of fine and showy PONIES, also set of DOUBLE HARNESS, nearly new. Apply to T. BEAUMONT, 1, Rampart Row.

FOR SALE, with or without ARAB HORSE and HARNESS, a BAMBOO CART, fitted with English Axles and Lamps, almost new, and lately varnished. Apply to C. A. WINTER, Fort.

JUST PUBLISHED, SOLAR HEAT—a substitute for Fuel, for Heating Steam Boilers, and other purposes, by Wm. ADAMS. Bombay Education Society's Press, and Messrs. THACKER & Co., Bombay. Rs. 4.

MACLEAN'S GUIDE to BOMBAY and BOMBAY DIRECTORY for 1878. Price Rs. 5; with postage Rs. 5-2. *Bombay Gazette* Office.

INDIAN RAILWAY TRAVELLER'S GUIDE, showing every Railway Station on the Indian Lines, with Tables of Fares, and other information required by travellers, with a Coloured Map of India. Published monthly at the *Bombay Gazette* Office. Price As. 8.

CHEDDAR CHEESE in cut, 12 As. per lb. Gruyere do 14 As. FRESH GROUND COFFEE 14 As. lb. PEARSE, Apollo Street.

GRATIS AND POST FREE ON APPLICATION.

TREACHER & COMPANY'S Priced List of OILMAN'S STORES AND PRESERVED PROVISIONS.

TREACHER & COMPANY'S Priced List of WINES, SPIRITS, BEERS, AND LIQUEURS.

TREACHER & COMPANY'S Priced List of CUTLERY AND TABLE PLATE.

TREACHER & COMPANY'S Priced List of TABLE GLASS AND CROCKERY WARE (ILLUSTRATED.)

TREACHER & COMPANY'S Priced List of HARDWARE AND SUNDRY HOUSEHOLD REQUISITES.

TREACHER & COMPANY'S Priced List of SPORTING AMMUNITION AND REQUISITES.

TREACHER & COMPANY'S Priced List of DRAWING AND SURVEYING INSTRUMENTS (ILLUSTRATED.)

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TREACHER & COMPANY'S Priced List of GAMES AND GENERAL GYMKHANA KIT.

TREACHER & COMPANY'S Priced List of CHEMICAL AND MEDICINAL PREPARATIONS AND GENERAL PHARMACY STOCK.

TREACHER & COMPANY'S Priced List of MEDICINE CHESTS (ILLUSTRATED.)

TREACHER & COMPANY'S Priced List of PHOTOGRAPHIC APPARATUS AND CHEMICALS.
AND *(To the Profession and Trade only.)*

TREACHER & COMPANY'S Wholesale Priced List of DRUGS, CHEMICALS, PHARMACEUTICAL PREPARATIONS, SURGICAL INSTRUMENTS AND APPLIANCES.

TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

M. H. MAJU & CO.

INDIAN TEA MART,
EMPORIUM FOR THE BEST AND CHEAPEST KANGRA VALLEY TEAS.
MR. M. H. MAJU,
(LATE PARTNER MESSRS. MORTON & Co.)

MESSRS. M. H. MAJU & Co. respectfully solicit the Public of Bombay and Out-stations to test the superior quality and excellent flavour of their specially selected Kangra Valley Teas from some of the best plantations.

Tea in 1, 2 and 4 lbs. Cannisters.	From 1 lb. to 15 lbs.	From 15 lbs. and upwards.
	Rs. As.	
Orange Pekoe, Extra Fine	1 12	Five per cent. discount.
Orange Pekoe	1 8	
Pekoe, Extra Fine	1 8	
Pekoe, Souchong, Extra Fine	1 6	
Souchong, Extra Fine	1 4	
Imperial Family Mixture	1 0	
Fragrant Congou	0 14	
SUPERFINE BOHEA	0 12	

LIBERAL DISCOUNT TO WHOLESALE BUYERS, MESSES, CLUBS, SCHOOLS, &c., &c.

M. H. MAJU & Co.,
APOLLO STREET, APOLLO HOUSE, FORT, BOMBAY.

MEIFFRE, NEVEU & CIE.,

LADIES' GENERAL OUTFITTERS.

FRENCH MILLINERY ESTABLISHMENT.

GRANDE MAISON DE NOUVEANTES.

EAST STREET, POONA.

HUMMUM STREET, BOMBAY.

Poona Branch OPEN for the SEASON, where all their SELECT STOCK is to be seen.

NOTICE.

MESSRS. BOURNE and SHEPHERD have the pleasure to intimate that they are now prepared to execute enlargements by the CARBON PROCESS. Specimens of the same, plain, and colored in oil color and crayons, may be seen at their Studio.

10, RAMPART ROW, BOMBAY.

ESPLANADE HOTEL,

MONTHLY RATES.
JUNE, JULY, AUGUST, SEPTEMBER.

Position of Room.	One Person in one Room.	Two Persons in one Room.	Position of Room.
TOP FLOOR	Rs. 110	Rs. 220	TOP FLOOR.
THIRD FLOOR	,, 130	,, 230	THIRD FLOOR.
SECOND FLOOR	,, 140	,, 250	SECOND FLOOR.
FIRST FLOOR	,, 150	,, 270	FIRST FLOOR.

THESE TERMS INCLUDE APARTMENTS, BOARD, & BATHS.
THE PARTITION WALLS HAVE BEEN CLOSED TO CEILING.
DAILY MESSING WITHOUT APARTMENTS, Rs. 75 PER MENSEM.
THE DAILY RATES ARE THE SAME ALL THE YEAR ROUND.

Esplanade, Bombay, 1st May 1878.

Now Ready,
THE
ORIENTALIST'S MULTUM IN PARVO,
OR
A BRIEF GUIDE
TO THE
HINDUSTANI, ARABIC, TURKISH, PERSIAN AND RUSSIAN LANGUAGES.

PART I.—ELEMENTS OF GRAMMAR.
PART II.—VOCABULARY AND PHRASES.

PRICE—ONE RUPEE.
May be had at the "Bombay Gazette" Office, and at Booksellers.

For Sale at this Office.
BEST RED RULING INK.

MACHINE BLANKETS,
COARSE AND FINE, 48 inch wide.

IRON STANDING PRESS.
In good order, very strong, with extra power size of platen 29 by 21.

LITHOGRAPHIC STONES.
BLACK AND GREEN PRINTING INK.
ALSO
SECOND-HAND STEAMER BLOCKS AND SHIP BLOCKS.

HOTELS.

THE BYCULLA HOTEL,

BELLASIS AND CLARE JUNCTION.
JEEVANJEE & Co., Byculla.

THE ADELPHI HOTEL,

THE ADELPHI FAMILY HOTEL, AND THE VICTORIA HOTEL.
Proprietor, Pallonjee Pestonjee.

MR. CAWASJEE PALLONJEE, the son of the late old Pallonjee Pestonjee, the well-known Proprietor of the above Popular HOTELS, begs most respectfully to announce to the Ladies and Gentlemen and to the European Gentry generally, that he has, in deference to the expressed wishes of most of his late father's friends and admirers, and with the object and desire to perpetuate his father's good name in connection with these Hotels, at a very considerable cost, now become he sole purchaser and owner thereof.
Mr. Cawasjee will endeavour to treat his patrons with the same courtesy and attention which was so characteristic of his good father, and this, coupled with long experience and intimate acquaintance with the routine and management of the Hotels in his father's lifetime, will, he trusts, be a sufficient guarantee of the Hotels being carried on upon the principles inculcated by his worthy father.
IMPORTANT NOTICE.—Residents at Mr. Pallonjee's Hotels at Byculla can, when it may suit their convenience, ... those residents in this Hotel can avail themselves of similar accommodation at his Byculla Adelphi Hotel.
CHARGES MODERATE.
CARRIAGES AND HORSES KEPT ON THE PREMISES, AT THE RAILWAY STATIONS AND AT BUNDER.

WINES, SPIRITS, BEER, &c.

THE Undersigned have JUST RECEIVED by the Steamer Sumatra GENUINE BAVARIAN BEER of the Lōwenbräu, Munich.

M. NEUBURGER & Co.,
33, Meadow Street.

FOR SALE.
GAUTIER FRERE'S CHOICE BRANDIES.
00...... Rs. 24 per doz. | 000 00 } .... Rs. 3 per doz.
000 V } .... ,, 33 ,,
Liberal discount to large Purchasers.

COWASJEE BROTHERS,
Sole Agents Bombay, Scinde, and Punjaub.
Elphinstone Circle.
RETAIL AGENT—Mr. JAMES PEARSE, 22, Apollo Street.
Do. do. —Mr. JAMSETJEE NOWROJEE, Poidoni.

McEWAN'S BEER.

THE NEW SEASON'S BREW now being received is of excellent quality and is highly recommended.

Price per doz. Quarts Cash Rs. 4 0
,, ,, Pints.. ,, ,, 2 12
Bulk per Hogshead... ,, ,, 57 0

Apply to

WALLACE & Co.,
2, Parsee Bazar Street.

NOTICES.

SEEDS! SEEDS!! SEEDS!!! AND BULBS!

PALEKAR & Co., Kalbadevi Road, Bombay, have just received from England and Cape of Good Hope their VEGETABLE and FLOWER SEED SUPPLY, Dahlia Bulbs and Achemenes Roots. Early applications for Seeds, and especially for Bulbs, are requested.
PALEKAR can also supply Fruit Trees—such as, Mango Grafts, Pomeloes, &c.
Price lists can be had Post Free on application.

SCOTT & CO., M.R.C.V.S.,

VETERINARY SURGEONS.

HORSE EXAMINATION CERTIFICATES Rs. 10; Examination and Verbal Opinion, Rs. 5; Livery for Horses on Commission sale, Rs. 35 per month including syce; Horses in infirmary Re. 1 per day; Commission Rs. 17 from purchaser and Seller on horse sold.
Every care and attention devoted to Shoeing and Breaking to Harness, both being under our immediate supervision. Horses sent from up-country will meet with a ready market.

ALWAYS ON HAND,
AT
P. GRANT AND SON'S,
RAMPART ROW, BOMBAY,
SADDLERY AND HARNESS
OF EVERY DESCRIPTION,
WHIPS, SPURS,
AND
MILITARY ACCOUTREMENTS.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

TESTAMENTARY AND INTESTATE JURISDICTION.

In the GOODS, CHATTELS, RIGHTS and CREDITS of BAWA KHEMDAS ROOPRAM, late of Bombay, Hindu, deceased.

BAWA KISSANDAS KHEMDAS .... Applicant.

NOTICE is hereby given, that an APPLICATION for LETTERS of ADMINISTRATION of the GOODS, CHATTELS, RIGHTS, and CREDITS of the abovenamed deceased has been made to the High Court of Judicature at Bombay by the abovenamed applicant as the adopted son and sole next of kin of the abovementioned deceased. ALL PERSONS therein concerned are hereby apprised thereof.—Dated this 24th day of June 1878.

H. BICKNELL,
Applicant's Attorney.

HOWRAH IRON WORKS, STEAM SAW MILLS, AND METAL DEPOT.

THESE, the MOST EXTENSIVE WORKS of their kind in India, have been laid out with a view to the expeditious outturn of Rolling Stock, Machinery, Engines, Boilers, Pumps, Tools, &c., &c., &c.

FOR

Railways,	Indigo Concerns,	Silk Filatures,
Canals,	Gas Works	Tea Gardens,
Collieries,	Engineering Works,	Cotton & Jute Mills,
	Tanneries, &c., &c.	

The whole of our Workshops are fitted with the best and most Modern Machinery. We would direct especial attention to the fact that we are able to turn out Iron Castings up to 20 Tons in weight and forgings up to 5 Tons. List of Foundry rates will be sent on application.

BURN & Co.

Howrah, Bengal.

PRIZE MEDAL INTERNATIONAL EXHIBITION, LONDON, 1874.

ROWLAND AND Co.,

SADDLERY AND HARNESS ESTABLISHMENT
25, MEADOW STREET, FORT,
Opposite the Oriental Bank,
BOMBAY.

ALL DESCRIPTIONS of SADDLERY, HARNESS, MILITARY and POLICE ACCOUTREMENTS, Double and Single Leather Machine Bands, Fire Engine Hose and Buckets, &c., EXECUTED of the best materials under a highly experienced Foreman at reasonable rates and on the shortest notice.
Consignments of the above, as also of Gold, Silver and Electro-plated mounted Whips, Spurs, Bridles of all descriptions, Fancy Leather Goods, Gymkhana Kits, &c., are regularly received.
Out-station Orders should be accompanied by a remittance or reference for payment in Bombay.

PERRY DAVIS' VEGETABLE PAINKILLER.

Perry Davis & Son, Manufacturers and Proprietors, Providence, Rhode Island, U. S. A.

UNSURPASSED AS A FAMILY MEDICINE AFTER FORTY YEARS' TRIAL.

IT is a purely and carefully prepared VEGETABLE COMPOUND,
And a complete mitigator of Pain.
A capital antidote for SCORPION STINGS and SNAKE BITES.

AS an application for BRUISES, BURNS, NEURALGIA and RHEUMATISM it has no equal.

AS A REMEDY FOR DIARRHŒA, DYSENTERY, CHOLERA, of any sort of Bowel Complaint it stands alone for efficiency and rapidity of action.
Full Directions accompany each bottle.
Retailed by Chemists all over the world.
Beware of Imitations exposed for sale in the Indian Bazars.

General Agent at Bombay,
ESUFALLY HIPTULLA,
No. 39, Pir Market near Jumma Musjid.

NOTICE.

MALIGNANT CHOLERA.

AS this is the season when this dread visitant generally makes its appearance, I wish to make it known to the Profession and the Public, that after years of exact and laborious experiments, both chemical and physical, I have discovered a CERTAIN SPECIFIC for this fearful malady. Pathological investigations, although carried on by some of the most eminent of the Faculty, has thrown no light upon the nature of this awful scourge. After half a century we are *in statu quo*.
My remedy will instantly check the purging and vomiting, relax the spasms of the muscles, re-establish the electrical balance, arrest the putrifactive change of the fluids, set free the action of the liver and kidneys, and promote a genial glow on the surface of the body, and this without the pernicious exhibition of *sedatives* and *astringents*. It is simple and *harmless* and may be trusted in the hands of any person, who will follow the plain and easily to-be-understood directions that accompany each bottle. Persons wishing to have the remedy must send a remittance of Rs. 5 per bottle. This will include packing, but not postal charges. All orders *must* be accompanied by a remittance in full or they will not be attended to.
ARMED WITH THIS MEDICINE CHOLERA NEED NO MORE BE FEARED THAN A COMMON COLD.
Cholera poison and this medicine are directly antagonistic, and cannot remain in the body as such.
No Household, Hospital, Camp, Railway Station, Ship, Tea or Indigo Plantation should be without this remedy for a single day, and no journey, however slight, should be undertaken without a supply of this medicine.
SMALL DOSES OF THIS REMEDY TAKEN DAILY WILL ACT AS A CERTAIN PROPHYLACTIC AGAINST CHOLERA.
Address

"GALEN."
Umballa.

NOTICES.

FOR SALE, MANILLA and OILED COIR ROPE and CORDAGE. Apply to

OWEN & OKELL,
Agents to W. H. HARTON & Co., Calcutta.
23, Apollo Street, Bombay.

NOTICE.

INDUS VALLEY STATE RAILWAY.

ON and from MONDAY, the 1st July 1878, the INDUS VALLEY STATE RAILWAY will be OPENED for PUBLIC TRAFFIC from Mozuffer-abad Junction to Rohri, the I. V. S. Railway trains running into and out of the Mooltan Station of the S.-P. & D. Railway.
For Time Bill see separate advertisement.

M. RAYNE, M.I.C.E.,
Engineer-in-Chief.

Mooltan, 17th June 1878.

No. 236, BREACH CANDY ROAD,

FOR SALE.
JUST RECEIVED, an English-built brand new STANHOPE MAIL PHAETON with conceal step, built to order at Salisbury. Apply to
JAFFER SULLIMAN & Co.

Also, all information can be given regarding BUYING and SELLING CARRIAGES, HORSES, &c., &c. Apply to
JAFFER SULLIMAN & Co.

MESSRS. W. NICOL & Co.,

METAL MART & BYCULLA IRON WORKS,

AGENTS for Clayton and Shuttleworth's Portable Engines, J. and H. Gwynne's Centrifugal Pumps, Aveling and Porter's Steam Road Rollers, D. New and Co., Machine Tools Val de Travers Asphalte Co., Silicate Paint Co., &c. Specialities from these Makers always available, also Fire Engines, Hand Pumps, Pipes, Engineers and Contractors' Plant and Iron of all qualities.
Ornamental and general Castings, Forgings, Girders, Roofs, Cranes, Mortar and Soorkie Mills, and all classes of Ironwork executed with despatch under European supervision at the BYCULLA IRON WORKS.

ALLAN'S

CYCLONIAN
WATERPROOF SUITS.

DRAB AND BLUE MILITARY
CAPES.

CLEARING SALE.

5, HUMMUM STREET.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE, AGRICULTURE, AND COMMERCE.

NOTICE TO MARINERS.
(No. 16.)
CEYLON—EAST COAST.
LIGHT AT BATTICALOA.

THE MASTER ATTENDANT, COLOMBO, has given notice that a BRIGHT LIGHT is now EXHIBITED EVERY NIGHT, from sunset to sunrise, at an elevation of 50 feet above the sea, on the FLAGSTAFF near the MOUTH of BATTICALOA LAKE, East Coast of Ceylon, and that it will be exhibited hereafter, until further notice, from the 15th February to the 31st October, the time during which the port is open.
Position: Latitude 7° 43′ 50″ N., Longitude 81° 41′ 20″ E (Approx).

By Direction of the Government of India,
A. DUNDAS TAYLOR, Comdr. (late I. N.),
Superintendent, Marine Survey of India.

Marine Survey Department, Calcutta, 7th June 1878.

This Notice affects the following Admiralty Charts:—Ceylon, East Coast, Singane River to Pedro Point, with plan of Batticaloa Road, No. 2031; Cape Comorin to Coconada, No. 823; Bay of Bengal, Western Sheet, No. 70a; Indian Ocean, Sheet 2, northern portion, No. 7485; and Indian Marine Survey Chart, No. 155: also, Admiralty List of Lights in South Africa, India, &c., page 13; Indian Marine Survey Light List, page 26; and Taylor's Sailing Directory, Vol I, page 442.
If this Notice is received on boardship, the substance of it should be inserted on the Charts affected by it, and introduced into the Sailing Directions to which it relates.

[The substance of this Notice, as soon as it is received on board, is to be inserted in red ink on the Charts affected by it; and introduced into the margin, or otherwise in the page, of the Sailing Directions to which it relates. *See* Instructions, Navigation and Pilotage, p. 172.]

NOTICE TO MARINERS.
[No. 49.]
INDIA,
CEYLON—SOUTH-EAST COAST.

(1) FLASHING LIGHT AND FOG SIGNAL ON LITTLE BASSAS ROCKS.

WITH reference to Notice to Mariners, No 12, of 25th January 1878 (1), on the intended establishment of a light and fog signal at a lighthouse then nearly completed on Little Bassas rocks:—
Further information has been received, that on 25th March 1878, the light was exhibited:—
The light is a *flashing* white light, showing *two flashes* in quick succession *every minute*, elevated 110 feet above the sea, and should be visible in clear weather from a distance of about 16 miles.
Also, that during thick and foggy weather, a bell will be sounded twice in quick succession *every half minute*.

(2) ALTERATION IN GREAT BASSAS ROCKS FOG SIGNAL.

Also, with reference to Notice to Mariners, No. 12, of 25th January 1878 (2) on the intended alteration in the fog signal at Great Bassas rocks:—
That, on 25th March 1878, the following alteration was made viz:—
During thick and foggy weather, the bell will be sounded once every fifteen seconds, instead of every seven seconds as previously.
Note.—Great and Little Bassas lights may be distinguished in day time by the following distinctive feature:—The lantern of Great Bassas lighthouse has a conical roof and one gallery at the top of the tower. The lantern of Little Bassas lighthouse has a domed roof and two galleries at the top of the tower.

By Command of their Lordships,
FREDK. J. EVANS,
Hydrographic office, Admiralty, London, 10th April 1878.

This Notice affects the following Admiralty Charts:—Bengal bay, No. 7a; Ceylon island, southern part, No. 813; Cape Comorin to Coconada, No. 823; and Ceylon, E.B. Coast, &c., No. 2,815: Also Admiralty List of Lights in South Africa, Ceylon, &c., 1879, Nos. 66 and 67.

Agent for the sale of Admiralty Charts, Mr. J. D. Potter, 31, Poultry, London, E.C.

MELLIN'S FOOD

FOR
INFANTS AND INVALIDS.

THE only genuine substitute for MOTHER'S MILK, and recommended by the highest medical authorities as the best of all foods for Infants and Invalids. Testimony has been received from all parts of India of its extraordinary value in Infant Nurture as well as in Adult cases of apparently hopeless inanition, requiring as it does absolutely no digestive effort for its assimilation.
The new machinery employed for its production enables the manufacturer to present it in a form which for convenience in use and for keeping properties surpasses any food hitherto manufactured.
Per Bottle Re. 1 and Re. 1-12.

AGENTS:
D. S KEMP & Co.,
BOMBAY.

OLD SCOTCH WHISKEY.

A BLENDING
OF THE
FINEST OLD CAMPBLETOWN
AND
ISLAY WHISKIES,
Selected for the Undersigned,

Per dozen, Rs. 23.

A LARGE SHIPMENT of the above celebrated BLEND having arrived, orders for same will meet with every attention.

THOMSON & TAYLOR,
CHEMISTS, DRUGGISTS,
AND
GENERAL MERCHANTS,
RAMPART ROW,
BOMBAY.

COMMERCIAL INTELLIGENCE

WEDNESDAY EVENING, 26TH JUNE 1878.

THE political telegrams to-day are still more pacific in tone so far as they go, but with the exception of a stronger feeling in Government Paper, they have not induced any appreciable alteration in our markets.

The commercial telegrams from London do not indicate any special movement. Consols are still quoted at 95⅜, and French Rentes at 113; Enfaced Rupee Paper is quoted at previous prices; Seeds and Wheat are unaltered; as also are the London General Produce Markets.

The Manchester Piece Goods Market is reported quiet but steady, and Reuter's quotations show no change from Friday last, but the Liverpool Cotton Market shows a decidedly weaker tone, the sales yesterday being only estimated at 6,000 bales whilst prices, although quoted as before, are said to be barely maintained. There is no new feature to notice in the position, and it seems probable that we shall have quiet markets for a time, but the statistical strength of the staple is so evident that any material decline is unlikely.

Yesterday's telegram from New York quotes a decline of ⅛ in ready Mid. Uplands and 1-16 cent per lb. in September shipment, the figures being 11⅜ and 11 3-16 cents per lb. respectively. The receipts at the U. S. ports to date are as follows:—

	1878.	1877.	1876.
Tuesday's Receipts	1,000	1,100	2,100
Four days' do.	3,000	3,600	6,000
Total since 1st Sept	4,189,000	3,911,400	4,056,800

A further withdrawal of £50,000 from the Bank of England for France took place yesterday, and Reuter quotes the rate of discount on 3 months' Bank Bills in the open market at 2¼ per cent., but there seems to be a doubt as to the correctness of the quotation, and it is unlikely that a rise of ⅜ per cent should have taken place in one day, although the steady withdrawals of specie of late certainly point to dearer money.

BAR SILVER in London, according to Reuter, has declined from 52⅞d. to 53d. to 52⅝d. per oz., and so far as we can learn the decline is borne out by private advices.

At the Weekly Board Meeting of the Directors of the Bank of Bombay this afternoon no change was made in the official rates of Discount and Interest.

STERLING EXCHANGE to-day has been quiet in the extreme; very little has been done and rates have undergone no change. For the time being we are almost entirely governed by the tenor of the advices from Calcutta, and there they are in turn subject to the usual influence of the probable rates of allotment for Council drafts. The opinion here seems to be that the average will run in the neighbourhood of 1s. 8½d., and if so we shall probably see a continuance of the present downward tendency, although it would surprise no one if the Council drawings next week were materially reduced. We now quote—

Bank Bills, on demand	......	1s. 8 9-32d.	per Rupee.
Do.	6 months' sight	1s. 8 19-32d.	"
Credits,	6 " "	1s. 8 17-32d.	"
Documents, 6	" "	1s. 8 9-16d.	"

On Calcutta we do not hear of any fresh transactions and we still quote demand at 1 16 per cent premium; 60 days sight at ⅛ per cent. discount.

GOVERNMENT PAPER has shown an unexpected degree of firmness this afternoon owing to the tenor of the Calcutta telegrams. The New 4½ per cent. Loan is said to have advanced there to par, and here the quotation has advanced to the same level. Fours are in demand and business is said to have been done at Rs. 94⅞, at which we also quote Fours-and-a-half, and Fives-and-a half remain at Rs 104, but whether these figures can be maintained is somewhat problematical. The monsoon on this side is by no means answering expectations, and should any prospect of another short rainfall become apparent, a reaction would at once take place; in the meantime it is by no means improbable that a similar result may follow the present rapid rise.

The SHARE MARKET is steady, with, if anything, an upward tendency. Bank of Bombays are ½ per cent. higher, but in other Banks there is no change, and Land Companies are unaltered throughout. Press Companies are firm and in some cases slightly higher; and Spinning and Weaving Companies are in demand, at in most cases an advance of Rs. 5 to Rs. 15 per share.

The COTTON MARKET is dull owing to the dull advices from Liverpool, and, if anything, prices to-day are the turn in favour of buyers, but the movement is too slight to be appreciable in actual quotations and sellers remain as firm as ever on the strength of the comparatively limited supplies available.

SEEDS remain unaltered at Rs. 6-8 to Rs. 6-10 for Linseed, and Rs. 7-12 per cwt. for Guzerat Rapeseed.

FREIGHTS are dull at unaltered rates. For Liverpool we quote 15s. per ton by steamer and 12s. 6d. to 17s. 6d. by sailing ship, but there is very little doing in any case.

PIECE GOODS maintain the same position. Sellers are firm, but buyers are not operating freely, and as we said yesterday, it is probable that very little will be done until the monsoon is more decided in character.

In COALS there is no change of any kind to notice. The demand is slow and prices quite nominal.

BOMBAY BILL AND STOCK LIST.

BANKS.

Bank	No. of Shares.	Nomi. Value p. sh.	Paid up.	Last Dividend.	Cash Rates per Share.
		Rs.	Rs.	p. a.	
Agra Bank	100,000	100	all	6 p. ct	135
Bank of Bengal.........	40,000	500	all	6 do.	715
Bank of Bombay	20,000	500	all	5 p. ct	726¼
Bank of Madras.........	60,000	250	all	10 do.	598
National Bank of India.	37,320	£25	£12-10	6 do.	108

LAND COMPANIES.

Colaba Land Co. (New).	2,948	2,000	all	20 p.*	790
Frere Land and Pier Co. Limited.........	7,500	150	all	4 p. s.	100
Mazagon Land	1,750	2,000	1,020	20 p. s.	800
Port Canning Land Company, Limited.........	6,000	1,400	all	13 p.s.	325

PRESS COMPANIES.

[illegible]bar Cotton Press Co..	150	5,000	2,500	150 p.s.	1,200
[illegible]rt Co., Kurrachee..	200	2,000	1,100	125 do	965
[illegible] Ginning Co.......	100	500	all	18 p.c.	650
Apollo Press Co.........	750	2,750	2,200	32 p.s.	560
[illegible]lary	175	1,000	all	60	720
[illegible]ar Company (New)..	155	500	all	45 p.s	480
Indian Press Co.........	1,000	350	all	14 do	125
Broach Cotton Co	400	250	all	10 do	73
Carwar Co	1,000	1,500	all	75 do	609
Colaba Press Co	[illegible]	1,880	all	50 do	450
Dhollera P. and G. Co.	500	800	all	15 do	220
East India Press Co..	353	1,[illegible]	all	100 do	825
Fort Press Co	50	8,500	350	50 do	1,300
French Press Co.........	300	500	all	40 do	380
Imperial Press Co.........	1,150	–	1,400	[illegible] do	305
Mofussil Press and Ginning Co.........	1,125	400	350	40 do	340
Prince of W. Press	120	..	1,500	250 do	[illegible]
Sassoon's Press Co.........	600	500	all	25 do	350
Scinde Press Co.........	400	850	750	60 do	485
Scinde & Punjaub Cotton Press Co., Ld.........	100	1,000	925	150 do	1,200
Victoria Cotton Gin and Press Co	150	850	all	12 p.c.	600
Volkart's United Press Co.........	50	1,000	1,000	75 p.s.	500

*Per Share for the half-year

SPINNING AND WEAVING COMPANIES.

[illegible]ert Mills	400	2,000	1,700	–	800
Alexandra S. and W. Co.	750	1,250	all	25 p.s.	1,075
Alfred Mills Co.........	250	1,000	1,000	50 p.s.	1,080
Alliance Spinning.........	500	2,500	all	55 p. s.	1,925
Anglo-Indian S. and W. Company	80,000	100	100	..	82
Bhownugger M. and P. Company	300	2,000		40 p.s.	1,200
Bombay United.........	900	1,000	all	35 p.s*	1,015
Bombay Hemp and Jute Mill Company.........	2,000	300	all	15 p. s	230
Broach Mills	1,800	150	all	10 p. s	75
Colaba S. and W. Co. ..	900	1,000	all	25 p. s	780 xd
Coorla S. and W. Co. ..	1,000	1,000	all	40 p. s	925
Central India S. and W. Company	2,500	500	450	..	640
Dharumsey Spinning ..	3,000	2,000	all	35 p.s*	840
Fleming S. and W. Co..	1,500	1,250	all	40 p.s*	1,260
Great Eastern.........	1,400	1,000	all	35 p.s*	1,150
Hindustan S. & W. Co..	875	1,000	all	35 p.s.	975
Hydrabad S. and W. Co	700	1,000	1,000	..	850
Jewraj Balloo Mills	750	1,000	all	35 p.s*	950
Khandeish Spinning ...	750	1,000	all	50 p.s*	890
K. Museonjee S. & W. Co.	1,000	1,000	all	45 p.s*	860
Madras Spinning	300	1,250	all	Nil	750
Madras U. Spinning....	[illegible]25	1,000	all	70 p s*	1,260
Manchester & Bombay S. and W. Co.	30,000	50	50	..	37
Mandvie S. and W. Co..	1,200	500	all	25p.s*	315
Manockjee Petit's.........	2,500	1,000	all	50p.s*	1,295
Morarjee Spinning	1,043	1,000	all	40 p.s*	1,285
Mazagon S. and W. Co..	2,000	5,000		..	270
National S. and W. Co. of India.........	950	1,000	all	[illegible] p.	925
Neriad S. and W. Co....	400	1,000	all		600
Nicol Press Manufacturing Co., Ld.........	600	2,000	all	..	880
Nursey S. and W. Co....	2,500	400	all	20 p.s*	350
Oriental	1,000	625	all	30 p.s*	750
Prince of Wales Spinning	600	1,250	all	75	1,[illegible]
Sassoon S. & W. Co.....	1,500	1,000	all	30 p.s.	835
Soonderdas Spinning ..	650	1,000	all	75 p.s.	800
Do do. ½ Share..	500	1,000	250	125 p.s.	205
Sholapore S. and W. Co.	500	1,000	all	..	955
Victoria Mills	550	1,000	all	25 p. s.	715

*Per Share for the half-year.

RAILWAY COMPANIES.

G. I. P. Railway Consolidated Stock.........	..	£20	218·3·0	p. c.	293
Do. New £20 Shares....	–	£20	130·14·6	do.	26
Ditto	–	£20	65·7·3	do.	72
Ditto	–	£20	21·13·1	do.	32
B. B. and C. I. Ry. Co.	–	£100	1,000	do.	1,1[illegible]0
Do. New Shares. ..	..	£1[illegible]	196·5·15	do.	245

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Statement of Traffic for the week ending 22nd June 1878.

Open, 444 Miles.	Rs.	a.	p.
Coaching	42,287	0	0
Merchandise	65,284	0	0
Other Receipts	3,000	0	0
Telegraph	472	0	0
Total Rs...	1,11,043	0	0

Corresponding week in May 1877.

Open, [illegible] Miles.	Rs.	a.	p.
Coaching	41,697	0	0
Merchandise	47,877	0	0
Other Receipts	5,650	0	0
Telegraph	448	0	0
Total Rs...	95,672	0	0
Increase Rs......	[illegible]	0	0

SHIPPING INTELLIGENCE,

AND LISTS OF PASSENGERS BY SEA

THE SHIP PROFESSOR MOHN, 955 tons, Captain C. H. Lamp, will sail to-day for Havre, with a general cargo.

THE S.S. AMBOTTO, 973 tons, Captain W. G. Brown, sailed yesterday for Moulmein and Rangoon, with a general cargo.

THE S.S. SHADWAN, 992 tons, Captain J. Kennerly, sailed yesterday for Persian Gulf, with a general cargo, and thirty-five deck passengers.

THE B. I. S. N. Co.'s s.s. COCONADA, 547 tons, Captain A. Morris, sailed yesterday for Persian Gulf via Kurrachee with a general cargo, and the following passengers:—Sister Frederica, Mr. W. Brownly, Bhismulah Begum and friend, and fifty-four deck passengers.

THE SHIP HOWDEN, 1,167 tons, Captain W. Nicholson, arrived in harbour yesterday from Akyab, 2nd April, with a cargo of 50 empty gunny bags, 1,36,037 baskets paddy, and 4,150 bags rice. On the 20th June she encountered very heavy weather, when 50 tons of cargo were thrown over board. The vessel is consigned to Messrs McCulloch, Beyts and Co.

ARRIVALS.

June.	Vessels.	Commanders.	From.
26	Howden	Nicholson......	Akyab, Apr 2.

DEPARTURES.

June.	Vessels.	Commanders.	Destinations.
26	Shadwan (s).........	Kennerly	P. Gulf.
	Coconada (s).........	Morris	P. Gulf via Kurrachee.
	Amboto (s)	Brown	Moulmein.

The ship Professor Mohn, Lamp, to Havre, obtained her port clearance yesterday.

The following vessels were entered for loading yesterday:—
Steamer Vingoria, to Kurrachee.
Ship Dochra, to Batavia.

CALCUTTA.

ARRIVALS.

June.
21 Wild Rose .... Doswell......... Calcutta, June 4.
Dumbartonshire ...... Iris......... Liverpool, March 9.
22 Hydaspes (s) ...... Rennoldson...... Southampton, May 16.
Navarino (s) ...... Burkitt......... London, May 7.
Belfast .... Brown .... Liverpool, March 23.

DEPARTURES.

June 21.—Steamer Gannet. Ships Ophir, Savoir Faire and Loch Long. Barque Patrie.
June 22.—Steamers Orion, Statesman, Brazalian, Ava and Cyrene.

PASSENGERS.

Per Hydaspes—Mrs Hall, Mr and Mrs Sandeman, Mr and Mrs Caul, Mr J L Anderson, Mr E A Phipson, Mr J Rivett Carnac, Dr D J Macdonald and 2 Native maid servants, Mr S J Watson and Mr W Booth.
Per Navarino—Hon R Tyrwhitt, Mr G McEwen, Mr Straw, Miss Russell, Mr Luker.

MADRAS.

ARRIVALS.

June.
23 Arabia (s)......... .... Negapatam.
Rajputana (s) .... Calcutta.
24 Khandalla (s) .... Bombay.

DEPARTURES.

June.
23 Dulcimer .... Coconada.

DAILY IMPORTS.—JUNE 26.

FROM LONDON.

Bernina s—60 cases still hock, Bell, Brandenburg and Co; 8 bags corks, Rogers and Co; 3 cases silverd plate glass, Pallonjee Pestonjee Bottlewala; 3 bales printing paper, Eduljee Muncherjee; 4 cases plate glass, Esmaljee Tezbhoy. Jeanie Dangias; 7 cases glassware, Somjee P arpia.
Sydney Eggers,—100 drums linseed oil, 25 drums turpentine, Nuzerally Sumsoodin.

FROM MARSEILLES.

Assiria s—25 cases olive oil, C Bounevialle and Co.

FROM GENOA.

Assiria s—12 cases coral bits, C Grondona.
Australia s—90 cases brandy, Nowrojee Ardaseer and Sons.

FROM BORDEAUX.

Assiria s—30 cases corks, Pallonjee Heerjeebhoy Son.
Australia s—37 cases brandy, Cowasjee Mehta and Co.
Fanne—100 boxes brandy, Nowrojee Ardaseer and Sons.

DAILY EXPORTS.—JUNE 26.

FOR LIVERPOOL.

Olimpia s—40 bales wool, Jairam Sewjee; 115 cwts coir yarn, Khetsee Dhurumsee.
Bernina s—38 bales cotton waste, The Morarjee Goculdass S and W Co; 800 bales cotton, Peel, Cassels and Co; 45 bales wool and 50 bales rags, Bhimsee Nuthoo; 26 bales wool, Cursondass Madhowjee; 48 bales wool, Goolamhoosen Currimbhoy; 60 bales wool, Govindjee Madhowjee; 50 bales wool, Pragjee Toolseedass; 76 cwts coir yarn, Shamjee Pursotum and Co.
Rajpoot—1,000 bales cotton, Thomas H Moore and Co.

FOR LONDON.

Reaper—149 cwts ebonywood, Currimbhoy Hussonbhoy; 91 cwts coir fiebr, Ebjee Woomersee; 17 bales hides and skins, Mahamedbhoy Abdoola and Co
Travancore s—7,500 cwts rapeseed, Finlay, Scott and Co.
Mirzapore s—100 cases tea, and 7 bales skins, Forbes and Co; 20¼ cwts bloodstone, Remoobhoy Mahamed; 3 bales skins, Cassum Essa and Co; 40 bales skins, Ahmed Saheb bin A K and Co; 24 bales skins, Ewart, Latham and Co.

FOR DUNKIRK.

John Howard s—5,260 cwts rapeseed, Volkart Brothers.

FOR TRIESTE.

Sumatra s—100 bales cotton, Ralli Brothers; 400 bales cotton, Peel, Cassels and Co.

FOR CALCUTTA.

Chanda s—100 bales cotton, C Rustomjee Sethna.

FOR HONGKONG.

City of Baltimore s—100 cwts olibanum and 20 cases sharkfins, Joomabhoy Lalljee; 115½ cwts sollarus, Currimbhoy Ebram; 140 cwts broken glasses, Currumsey Poonja; 25 bales twist, The Alliance S and W Co; 220 packages olibanum and 15 cwts broken glasses, Ally Mahamed Hassum.

HIGH COURT.—JUNE 27.

[Before the Honourable SIR CHARLES SARGENT.]
To speak to the minutes of the Decree.
204-76—Prescot and W—V Wassudeo vs P Jevundass—Macfarlane and G.
For Consent Decree.
298-78—Mr Skipsey—V Moorar and others vs A Guney Guffoorbhoy and another.
For Investigation under Section 408 of Act X. of 1877.
In person—R Barmull vs Weljee Damjee.
LONG CAUSES.
415-77—Jefferson and Payne—Mahomed Hajee Ally vs The Frere S and W Co—Macfarlane and Green.—Part heard.
718-77—Tyabjee and Sayani—Vunmalee Withuldas and another vs Hurjeewan Mohundass and others—Macfarlane, G, Ardaseer H, Muljee and B.
756-77—Shapurjee and T—Kursetjee Rustomjee C and others vs Kessowjee Jadowjee—Craigie, Lynch and O.
43-78—J C Cama—Ambabai vs Tatia Aylajee—Nanu and H.
262-77—Muljee and B—M B Barbhaya and another vs Moses Reubin P—Balkrishna and B.
EXTRAORDINARY JURISDICTION.
175-77—Macfarlane and G—Ardaseer Hormusjee Wadia vs Anundrao Damothur Senay—H Bicknell.

MILITARY INTELLIGENCE.

ARRIVALS.—JUNE 25.
Melvill, Sub-Lieut, 73rd Regt, to join, from England.

DEPARTURES.—JUNE 26.
Melvill, Sub-Lieut, 73rd Regt, on leave, to Baroda.

BOMBAY ARMY ORDERS.

Poona, June 26.

The C-in-C has been pleased to make the following appointments:—
Lieut E O F Hamilton, H M's 1-2nd Foot, has been confirmed in his appointment as A-de-C to Major-Genl Primrose, vice Capt J T Bery, R A.
Veterinary Surgeon W Oliver, R A, Belgaum, to proceed to Ahmednagar, to do duty with N Batty 1st Brigade.
The following Orders are confirmed:—
Sappers and Miners, Capt H Mellis, Comdg 4th Co, to officiate as second in command.
16th Regt N I—Lieut W C Aslett, Offg Wing Officer, to officiate as Quarter Master, vice Capt J R Watson, Offg Magistrate at Neemuch. Capt J T Caruthers, Adjutant, to officiate as Quarter Master, vice Lieut Aslett, transferred to the 11th Regt N I.
3rd Light Cavalry—Capt M Mayne to officiate as 3rd Squadron Commander.
The undermentioned officers have been granted leave of absence.
Lieut R E Grey, 3rd Hussars, to England, from date of embarkation, to appear before Medical Board.
Major E C W Raynsford, R A, in extension, on medical certificate in England till Sept 17.
Surgeon Major J E Clark, 1-2nd Foot on med certificate to Neilgherries for 30 days from date of departure.
Capt J Conran, H M's 68th Foot, to Simla, till Oct 15, in extension, on med certificate.
Lieut J M Johnstone, H M's 83rd Foot, to Bombay for 30 days, to appear before a Medical Board.
Lieut G K Daly, for three months to Bombay, to study native languages.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, June 22.)

Mr H Bell, and Mr W LeF Robinson, are permitted to resign Her Majesty's Bengal Civil Service.
Captain W G Hughes, Deputy Commissioner, 4th grade, in British Burma, to officiate as Deputy Commissioner, 3rd grade; Mr R F St A St John, Assistant Commissioner, 1st grade, and Officiating Deputy Commissioner, 3rd grade, to officiate as Deputy Commissioner of the 4th grade; Mr G D Burgess, C S, Assistant Commissioner, 2nd grade, and Officiating Deputy Commissioner, 4th grade, to officiate as Assistant Commissioner, 1st grade; Mr G L Weidemann, C S, Assistant Commissioner, 3rd grade, and Officiating Assistant Commissioner, 1st grade, to officiate as Assistant Commissioner, 2nd grade; Mr F C Copleston, C S, Assistant Commissioner, 4th grade, and Officiating Assistant Commissioner, 2nd grade, to officiate as Assistant Commissioner, 3rd grade.
Captain A McCally, Assistant Superintendent in the Mysore Revenue Survey, is promoted from the 3rd to the 2nd grade.
The Governor General in Council is pleased to make the following promotions in the Forest Department of British Burma:
Mr J W Oliver, Assistant Conservator of Forests of the 2nd grade and officiating as an Assistant Conservator of the 1st grade, to officiate as a Deputy Conservator of Forests of the 3rd grade.
Mr J Nisbett, Assistant Conservator of Forests of the 2nd grade, to officiate as an Assistant Conservator of Forests of the 1st grade.
The services of Surgeon A Barclay, in medical charge 2nd Regiment, Central India Horse, are replaced at the disposal of the Military Department.
The following temporary promotions are made in the Berar Commission consequent on Mr Hordern's retirement:—Captain F W Grant, Assistant Commissioner, 2nd class, to officiate as Assistant Commissioner, 1st class; Captain R S Thompson, Assistant Commissioner, 3rd class, to officiate as Assistant Commissioner, 2nd class.
Privilege leave of absence is granted to Mr L C Probyn, Bengal Civil Service, Accountant General and Commissioner of the Department of Issue of Government Paper Currency, Madras.
Mr W Donald is appointed to officiate as Accountant General and Commissioner of the Department of Issue of Government Paper Currency, Madras, and Mr W H Dobbie is appointed to officiate as Deputy Accountant General, Madras, during Mr Probyn's absence, or until further orders.

MILITARY DEPARTMENT.

The undermentioned officers of the Bengal Staff Corps, having completed twelve years' service in the rank of Lieutenant-Colonel, are admitted to the Colonel's allowance: Lieut-Col (Brevet Colonel) E M Ryan, and Lieut-Col (Brevet Colonel) J A Wright.
The undermentioned officers of the Bengal Staff Corps, having completed 26 years' service, are promoted to the rank of Lieut-Col:—Majors W Musgrave, H R B Worsley and E R C Wilcox.
The undermentioned officers of the Bengal Staff Corps, having completed 20 years' service, are promoted to the rank of Major:—Captains M Clementi, E R Conolly and C H Palmer.
The undermentioned officers of the Staff Corps, having completed five years' service as substantive Lieutenant-Colonel, are promoted to the rank of Colonel by Brevet:—
Lieutenant-Colonels R S Simonds, Bengal Staff Corps; T E Webster, Bengal Staff Corps; W S Drever, Madras Staff Corps; J M Graham, Bengal Staff Corps; J B Cox, Bengal Staff Corps; A G Plomer, Bombay Staff Corps; R R Wallace, Bombay Staff Corps; J Clements, Bombay Staff Corps; E A Green, Bombay Staff Corps; O L Smith, Bengal Staff Corps; J D Hall, Bombay Staff Corps; T Waddington, Bombay Staff Corps.
Captain A Featherstonhaugh, R E, appointed by Her Majesty's Government to the Bengal presidency, is attached to the Department of the Adjutant General in India, for special duty, with the rank and pay of an Assistant-Adjutant General of the Army, vice Major G M Collings, R E, who has reverted to Imperial duty.
Major C Case, Sub-Assistant Commissary General, 1st class, to officiate as Deputy Assistant Commissary General, 2nd class.
Lieut G Wingate, Sub-Assistant Commissary General, 3rd class, and Officiating Sub-Assistant Commissary General, 2nd class, to officiate as Sub-Assistant Commissary General, 1st class.
Surgeon-Major G Farrell, Medical Officer, 2nd Punjab Cavalry, to the Medical Officer 5th Goorkha Regiment, vice Surgeon-Major J B Johnson, deceased.
Surgeon-Major G C Ross, Medical Officer, 4th Punjab Cavalry, to be Medical Officer, 2nd Punjab Cavalry, but to continue to officiate as Civil Surgeon, Karnal. Surgeon C J McCartie, attached to the 2nd Punjab Infantry, to officiate as Medical Officer during the absence of Surgeon-Major Ross.
Surgeon A McGregor, Officiating Medical Officer, 4th Punjab Cavalry, is confirmed in that appointment, vice Surgeon-Major Ross.
The undermentioned officers are granted furlough to Europe, with the necessary subsidiary leave:—
Surgeon-Major E A Birch, for eighteen months.
Captain W Brydon, Bengal Staff Corps, private affairs, for two years.
Captain D C Andrew, Bengal Staff Corps, private affairs, for two years.
The services of Lieut Okeden, 60th Foot, are placed at the disposal of the Hon the Lieutenant-Governor of the N-W Provinces and Oudh, for appointment to His Honor's Personal Staff.

MARINE DEPARTMENT.

Mr J M Fergusson to be 3rd Superintending Engineer, Kidderpore Dockyard, with effect from date of joining.
Mr Norman Duncan to be a 3rd class Engineer in Her Majesty's Indian Marine, on probation, and posted to the I G S Irrawaddy, vice Mr F W Arnfield, resigned.

PUBLIC WORKS DEPARTMENT.

Colonel J S Medley, R E, Consulting Engineer to the Government of India for Guaranteed Railways, Lahore, is granted 3 months' privilege leave.
The following transfers are ordered in the Superior Accounts Establishment of the Public Works Department:—
Mr H Rainier, Assistant Examiner, 1st grade, from the Office of the Auditor, Oudh and Rohilkund Railway, to that of the Examiner of Guaranteed Railway Accounts, Madras.
Mr R N Burn, Deputy Examiner, from the Office of the Examiner, Guaranteed Railway Accounts, Madras, to that of the Auditor, Oudh and Rohilkund Railway.
Mr W E Palmer, temporary Assistant Examiner, 3rd grade, from the N-W Provinces and Oudh, to the Indus Valley State Railway.
Mr (late Sergeant) W Robertson, Overseer, British Burmah, having obtained his discharge from the army, is reappointed to the Public Works Department as a civilian in the same grade.
Major J P Steel, R E, Executive Engineer, [1st grade on special duty with the Government of India, P W Department, is granted privilege leave for 3 months.
Colonel J Dawson, R C, Executive Engineer, 1st grade, Military Works Branch, is appointed to officiate as Superintending Engineer, Oudh Command, during the absence on privilege leave of Colonel Hume.

SURGEON DENTIST,
DR. C. F. KHORY,
(LICENTIATE OF DENTAL SURGERY OF THE ROYAL COLLEGE OF SURGEONS OF ENGLAND),
No. 23, RAMPART ROW,
Opposite the Floral Fountain.

BOMBAY VOLUNTEER RIFLES.

CLASSES for THEORETICAL INSTRUCTION will be held at Head Quarters for Officers and Non-Commissioned Officers, every MONDAY and THURSDAY at 5-30 p.m., commencing MONDAY next, the 1st July.
By Order,
T. DUNNE,
Lieutenant and Adjutant.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATHS.

DAVUR—June 26th, at Naigam, Khan Saheb Shawuksha Sorabjee Davur, Subordinate Judge of Tanna, son-in-law of Mr. Kaikusro Hormusjee Alpaewalla, Judge of the Small Causes Court at Surat, aged 33 years, deeply regretted. His funeral will take place this (Thursday) afternoon at Naigam.
NAEGAMWALLA—June 26th, at Malabar Hill, Humbaijee, wife of Kharsedjee Jamshedjee, and daughter-in-law of Jamshedjee Dorabjee Naegamwalla. Her remains will be carried to the Tower of Silence this morning at 7 a. m.
PATEL—June 26th, at Mazagon, Mr. Muncherjee, a younger son of Framjee Nusserwanjee Patel, Esq., aged 45 years. His remains will be conveyed to the Tower of Silence this afternoon at 3 p. m.

OTHER PRESIDENCIES.

BIRTHS.

ROBINSON—June 21st, at Kilpauk, wife of Lieut.-Col. Robinson, M. S. C., of a daughter.
THOMPSON—June 16th, at Contai, Midnapore, the wife of T M. L. Thompson, Esq., of a daughter, still-born.
VIVIAN—June 15th, at Sheikh Budin, the wife of Major A Vivian, prematurely of a girl, still-born.
YALDWYN—June 22nd, at Jubbulpore, Central Provinces, the wife of Lieut. A. G. Yaldwyn, Bengal Staff Corps, Sub-Assistant Commissary-General, of a daughter.

DEATHS.

BUTLER—May 7th, at Hyderabad, Deccan, of cholera, Lieut. John Olive Butler, 2nd in Command of H. H. the Nizam's Cavalry, eldest son of Captain John Olive Butler, H. M. Madras Army, aged 28 years.
CRAWFORD—June 22nd, at Allahabad, Michael F. Crawford, of the Electric Telegraph Department, age 37 years.
HOWARD—June 23rd, at Gaya, of consumption, Mary Gertrude, the beloved wife of W. J. Howard, Barrister-at-Law, aged 24 years.
JACKSON—June 9th, at Srinagar, Kashmir, Lieut.-Colonel H. D. Jackson, Retired List, R. A.
LANDALE—June 10th, at Jalpaiguri, B. R. Landale, Esq., Senior.
PARKINSON—June 23rd, at Vepery, Mrs. Eliza Parkinson, aged 50 years.
THEOPHILUS—June 24th, at Madras, Ellen Catherine, the infant daughter of Rev. A. Theophilus, aged 10 months.

ALL MONEY ORDERS, CHEQUES, and other Remittances sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

THURSDAY, JUNE 27, 1878.

THAT the Turks should be dissatisfied with the proceedings of a Congress which occupies itself with the business of partitioning the Turkish Empire, is quite natural; and we shall not be surprised if the reserve they now maintain gives place to an explosion of vehement wrath when the Plenipotentiaries, having eliminated Turkey from the map of Europe, go on to consider what proportion of the Asiatic territory belonging to the Porte shall be left in its possession. There can be no shadow of a doubt now that, of the two courses open to England, that of going to war with Russia and that of going shares with her in the spoliation of Turkey, Lord Beaconsfield has chosen the latter. Our own theory is that he has been compelled to take this course because, by his own trickery, he has really lost the confidence of the English people. He has been playing for a long time past a double game. While seeking to "busy giddy "minds with foreign quarrels," and to restore England's reputation abroad by borrowing from the Whigs the foreign policy of Lord Palmerston, he at the same time has not hesitated to use the power entrusted to him by English patriots for the purpose of strengthening the interests of the Tory party and striving to transform free England into an Empire moulded after the likeness of Rome under the Cæsars. There is a passage in Victor Hugo's "History of a Crime" which exactly describes the tactics used by Lord Beaconsfield in reconciling his followers to innovations all tending towards the establishment of Imperialism in England. "Before the 2nd of Decem-"ber," says M. Hugo, "the *coup d'état* was "being constructed in detail, here and there, "a little everywhere, with exceeding impudence, "and yet the majority smiled. One fine "morning, when all the hinges had been well "tested and oiled, and when all the wires were "well fixed, the *coup d'état* was carried out all "at once, abruptly. The majority ceased to "laugh, but the trick was done. It had not "perceived that for a long time past, while "it was laughing at the strangling of others, "the cord was round its own neck." We do not, of course, suspect Lord Beaconsfield of deliberately plotting to ruin by violence the liberties of the English people; but it is certain that he has familiarised the nation he rules with the first steps towards the creation of an Imperial tyranny, and the *Times* lately reasoned just after the fashion of Victor Hugo's "majority," when it said:—"Oh! what "nonsense it is to make a fuss about a trifling "violation of the Constitution. When the "Constitution is seriously endangered, England "will know how to defend it." *Obsta principiis* is a safe motto in politics, especially for men who wish to resist attacks on liberty by the Executive Government; and we cannot but rejoice that the English Constitution has found at the present moment so surpassingly able a defender as Mr. Gladstone. Fault has been found with the language used by Mr. Gladstone in his article in the *Nineteenth Century* for June,—a paper which will take rank among the finest productions of his pen,—but what answer can be offered to the demonstration given with crushing force, in an argument illustrated with copious and glowing, but never redundant or diffuse, rhetoric, of the moral and material weakness shown by the English Government in summoning Indian troops to Malta? When we reflect what pigmies all the other public men in England are beside Mr. Gladstone, it is impossible, to borrow a strong figure of speech once used by Mr. Cobden, not to feel a sentiment of loathing for the literary vermin who prey upon this splendid being, and who, as *Truth* well puts it, are the agents of a Government that longs to introduce Lord Lytton's Gagging Act into England. But England is not reserved for this miserable fate. Mr. Gladstone may be ostracised by a headstrong and foolish Court, but his influence in the country was hardly ever, even when he was at the height of his power, stronger than it is now. We draw this inference from the extraordinary effect his opposition to the employment of Indian troops in Europe has had in modifying public opinion at home. The Government, with the aid of a servile majority, triumphed in the debate; but the whole country was profoundly alarmed, and the more prudent members of the Ministry, headed by Sir Stafford Northcote, having had their eyes opened as to the goal to which Lord Beaconsfield wished to lead them, seem to have revolted from the authority of the Premier and refused to let him declare the war on which he had set his heart. This is the reason why Lord Beaconsfield has been forced to go to Berlin to carry out a Liberal policy. No wonder the real Conservatives are disgusted with him; but they should also blame themselves for having encouraged him to have recourse to underhand projects for the aggrandisement of their party which could not but set the nation against him.

The compensation which the English people are exhorted to look for in Armenia, in return for the concessions made to Russia, is emphatically a Liberal idea. The Liberals who have consistently urged that England should go hand-in-hand with Russia have always favoured the plan of a British protectorate over the Asiatic subjects of the Porte. Mr. Gladstone himself, while recognising the practical difficulties in the way of giving effect to such a scheme, hails the prospect of a British protectorate which must, in his opinion, ensure the destruction of Turkish rule in Asia. But what should be the character of this protectorate, and over what part of Turkey in Asia should it extend? It is absurd now to talk of moral force. What England wants is to construct a material barrier against further Russian aggressions. Protection, then, in this case must be synonymous with military occupation. But France has only entered the Congress on the condition that there shall be no question of the occupation of Egypt or Syria by European troops. Asia Minor is for the most part exclusively Turkish, and England would not care to take in hand the regeneration of a purely Turkish race. Besides, Asia Minor is separated by the province of Armenia from the advanced Russian frontier. To be of use, therefore, the English protectorate must be established in the first place over Armenia. The most practically suggestive paper we have seen on this subject is that written by the accomplished traveller, Mr. James Bryce, in the June number of the *Fortnightly Review*. Mr. Bryce thus describes the nature of the task to be undertaken by the English if they determine to take Armenia under their care:—

There remains the third alternative, the growth of a native Christian race possessing such a capability for intellectual and industrial progress as may enable it to become a civilizing and organizing influence in these neglected countries, and ultimately the nucleus of an independent state. The only Christian race in the East that offers any promise of this kind is the Armenian; and it is to a consideration of their condition and prospects, that I desire to devote the remaining pages of this article.

Asiatic Turkey falls naturally into three divisions. First, there is the Turkish, consisting of the centre and west of Asia Minor, where the majority of the rural population is Mahommedan, though there are plenty of Greeks, especially in the seaports, and Armenians both there and in the inland cities. Turkish is the language commonly spoken over all this region. Secondly, we have the Arab portion, embracing large districts of Syria and the lower valleys of the Tigris and Euphrates, where the inhabitants are almost entirely Mohammedan, and Arabic is the prevailing tongue. Thirdly, there is the Armenian division, lying north of Mesopotamia and north-east of Asia Minor.

Now Armenia is not, strictly speaking, a country; it is rather, as used to be said of Italy, a geographical expression. It has no definite boundaries, either natural or political. Its name denotes the region which once formed the Armenian kingdom, and which is still largely inhabited by Armenian Christians, although politically divided between the empires of Persia, Russia, and Turkey, whose frontiers meet in the peak of Ararat. Speaking roughly, one may say that it extends from Trebizond on the Black Sea to Tavriz in Persia, and from Delijan (a little south of Tiflis) on the N. E., to near Diarbekir on the S. W. This would give it about three hundred and fifty miles in length by two hundred and fifty in breadth. It is high and generally mountainous; a country of great natural strength, and withal naturally fertile, though, owing to the want of roads, of capital, and of security, the resources of its soil and its mineral wealth remain undeveloped. Of its inhabitants nearly two millions are Armenian Christians. A possibly larger, but quite uncertain, number are Mohammedans, but as these Mohammedans belong to different races, speaking different tongues, and as nearly half of them are savage nomads, the Armenians constitute the most important element in the population. They are more numerous than any single section of the Moslem inhabitants, and they are infinitely superior to the great bulk of the Mohammedans in industry as well as in intelligence. Nearly all the trade of the country is in their hands; and in some districts, where the Moslems are pastoral nomads or mere robbers, they are the only tillers of the soil. Unlike their neighbours, the Nestorian Christians, many of whom are warlike mountaineers, the Armenians are a quiet and peaceable folk in these ancient seats of theirs. But in the foreign countries to which so many of them have emigrated, they are, as everybody knows, singularly enterprising and successful merchants, showing wherever they settle—in Calcutta, in Java, in Constantinople, in Manchester—a keenness and tenacity not inferior to that of Scotchmen or Yankees. Both in Asiatic Russia and in Turkey they form a large part, and (as one hears) by far the most valuable part of the subordinate officials. In the Russian army there are said to be thirty Armenian generals, including Loris Melikoff, Tergukaseff, and Lazareff. Nubar Pasha, the ablest man in Egypt, is an Armenian Christian; so is the present Persian Minister in London, who is one of the foremost statesmen of Persia.* And the exploits of the tribes of the Cilician mountains, who have maintained themselves in practical independence since the fourteenth century, repelling the attacks of vastly superior Turkish armies with a valour comparable to that of the Montenegrins, prove that there is no want of courage or spirit, any more than of intelligence, in the Armenian race.

Now, of all the districts of Asiatic Turkey, Armenia is that where the misery of the subjects is the greatest. Both in the Arabic portion, and in what I have called the Turkish portion proper (*i. e.* Asia Minor), the number of Christians is comparatively small, and they inhabit the towns, where oppression is not so easy, and can be sooner brought to the notice of a European Consul. Here, however, the Christians are a rural as well as an urban population, and there are so few representatives of England or Russia in the cities that cruelties and exactions pass unheeded. But the pre-eminence of suffering which belongs to Armenia is chiefly due to a cause absent in the other provinces (though something like it exists in Syria), the presence of the marauding tribes of Koords. These robbers are the scourge of the country. Constantly in arms, and scorning all labour, they carry on a perpetual guerilla war against their peaceable neighbours. They fall upon the villages of the plain, destroy their crops, plunder and burn their houses, kill them if they attempt to resist, carry off their women into captivity. Complaints are useless, for the local governor, even when he desires to do justice and punish the offender, has no sufficient force at his command. If he attempts to interfere, the Koords will probably take vengence on him, and certainly on the village which has ventured to invoke his help. The peaceable Moslem inhabitants suffer from these ruffians (who are very lax Mussulmans, and care nothing for the Sultan) almost as much as the Christians do. But as they are permitted to carry arms, and their testimony is admissible in the courts, they are less helpless both for defence and redress.

It is impossible to conceive a stronger case for the benevolent intervention of the European powers, and especially of England, than the circumstances of Armenia make out.

Mr. Bryce's programme would appal any one but an enthusiastic Radical bent on using the wealth and military strength of England to effect the regeneration of the whole human race. It is obvious, in the first place, that England could not possibly maintain a force in Armenia unless she had the command of the Straits between the Black Sea and the Mediterranean, which she could not have while the Sultan of Constantinople is a mere dependent of Russia. But, supposing this difficulty to be overcome, we have still to consider if the English nation would like to take upon itself the responsibility of garrisoning the chief places in Armenia and keeping the Koords in order. This task would require the employment of an army of perhaps 150,000 men, including at the least 30,000 European troops; for it would be at least as difficult as the protection of the Punjab and the North-West frontier. Moreover, it would be a perfectly useless expenditure of blood and money; for its assumed object is to guard the road to India, and Russia, with her conquests secured and her prestige enhanced, and with Persia bound more closely than ever to her feet, need not trouble herself about the road to India through Armenia and Mesopotamia. She has a shorter line available by way of Herat and Cabul. The latest telegrams seem to point to the probability that the construction of a railway from the Mediterranean to the head of the Persian Gulf is part of the general scheme for the institution of an English protectorate; but projects of this sort, which were desirable enough while the Turks still held the unquestioned supremacy in Western Asia and were willing to meet in every way the wishes of England, are out of date now that a Russian army can at any time overrun Mesopotamia and Syria. A Euphrates Valley railway now could only be of service to England if the chief positions along the line from Alexandretta to Bagdad were strongly occupied by British troops.

IT must be the most sorrowful epoch in a successful actor's life when he hears his friends around him whispering that "the veteran lags "superfluous on the stage." A hint like this brings vividly before him the two gloomy facts that his career in his profession is coming to a close, and that his own existence in any capacity is in the same condition. We do not think, however, that Charles Mathews had the pain to hear that he was no longer appreciated by the public he has many a time and oft set in a roar, for he seems to have died in harness, and the delighted faces of his audience could not have long passed from his sight before he himself went over to the great majority. When the last mail left England hew as playing in Lancashire in his famous character Mr. Evergreen in my "Awful Dad." His death will be severely felt not only in England but throughout the world, for not only has he played in France, America, Australia, and India, but on one memorable occasion he performed before the King of the Sandwich Islands. He made friends wherever he went, for his social qualities were as excellent as his professional ability. He seems to have inherited much of the *esprit* which used to delight Sir Walter Scott in his father. At those meetings at which Scott, the Ballantynes, Terry, and many other well-known Edinburgh characters were wont to gather, the mimetic powers and the graceful wit of the elder Mathews evoked over and over again the admiration of the Wizard of the North, who used to roar over his caricatures of light-hearted Rigdumfunnidos (the younger Ballantyne) and the pompous Aldiborontiphoscophornis (the elder Ballantyne.) The second Charles Mathews had a wit not less gay than his father had, and his society was courted wherever he went by people of the highest social distinction. The Prince of Wales and the comedian were excellent friends, and when they met in India in 1875 His Royal Highness paid him and his charming wife an amount of attention which exasperated those who had only an official position to rely upon as an attraction. In London people have been accustomed for the past quarter of a century to talk of Charles Mathews' last "good thing." He shone as an after-dinner speaker. He would say the neatest things in the most fascinating way. It was a treat to hear the old man eloquent, and many an attempt used to be made to "draw him." When he consented to be "drawn" he spoke with the most charming audacity and under the guise of wit and good humour he has been known to say true things of the greatest severity but said in such a way that the victim was the first to laugh. As an example of his delightful impudence take the following specimen. In 1870 he was about to set out on an American tour when his friends resolved to give him a dinner at Willis' rooms. The novelty of this dinner was that Mathews presided, and when he proposed his own health how neatly, how humorously he did it, let his own words proclaim:—"I venture to assert, and I think I might do so "without vanity, that a fitter man than myself "to propose the health of our guest could not be "found, for I venture also emphatically to "affirm that there is no man so well acquaint-"ed with the merits and demerits of that gifted "individual as I am. I have been on the most "intimate terms with him from his earliest "youth. I have watched over and assisted his "progress from childhood upwards, have shared "in all his joys and griefs, and I assert boldly, "and am proud to have this opportunity of pub-"licly declaring, that there is not a man on earth "for whom I entertain so sincere a regard and "affection. Indeed, I don't think I go too far in "stating that he has an equal affection for me. "He has come to me for advice over and over "again under the most embarrassing circum-"stances, and what is still more remarkable, he "has always taken my advice in preference to "that of any one else. But having got thus far, "I find myself stopped by a most formidable "difficulty. After having declared myself "the bosom friend of our distinguished guest, "I fear that the high encomiums I feel it my "duty as well as my inclination to pile upon "him wholesale may be open to suspicion—I "may be accused of partiality, and those stu-"pendous compliments, which I consider so "strictly his due, may be considered fulsome "and overdone—the foolish emanations of a too "ardent admirer. No, gentlemen, in justice to "my friend, I must leave to others the shower-"ing of those elaborately-constructed eulogies, "which cannot fail to rain upon the head of "the beloved companion of my youth, fearing "only that, as no one but myself knows half "his amiable qualities, his wonderful gifts, "his astounding talents, and his resplendent "genius, no one will be found capable of "doing half justice to the merits of this "remarkable man. Gentlemen, with much "regret, I delegate the delightful privilege "of my position to some one who, I hope, "will not flinch from the bestowal of any "compliment that may occur to him." On that occasion he also proposed the Army, Navy, and Volunteers, and remarked that though he had never been in the army he had been in many a mess, and that he came very near to being in the Navy by running a narrow escape of getting into the Fleet! The joke about the Fleet was scarcely original, for it occurs in Goldsmith's "Good natured Man," but the wit in Mathews' case was the wit of opportunity—the knack of repeating a *bon mot* promptly in the situation where it was needed. A volume of anecdotes about Mathews might be written, and we hope that now that "the curtain is down, the lights put out, and the audience gone," so far as the great comedian is concerned, some one will endeavour to collect those pearls of wit which he cast about everywhere—sometimes before swine. He occupied a peculiar position on the English stage. As an impersonator of genteel comedy he had no rival, and we know of no actor now who is capable of filling the gap he has left. His *Affable Hawk* in "The Game of Speculation," his *Charles Coldstream*, his *Patter*, his *Mopus*, his *Plumper*, were all masterpieces; and his last great character, *Mr. Evergreen* in "My Awful Dad," was also an excellent delineation. This last play proved the wonderful character of the man, for though 70 years of age, he was the gayest, the youngest on the stage. Like *Cleopatra*, it seemed as "if age could not wither him, "nor custom stale his infinite variety;" but mortality is mortality, and the light-hearted gay, brilliant Charles Mathews, will never delight an audience behind the bright footlights again.

* It is worth remarking that the Armenians played a great part among the generals and administrators of the Eastern Roman Empire from the sixth century onwards.

ENGLISH COMMERCIAL LETTER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, JUNE 7.

THE London Stock Exchange may be said to be on its trial, and a Royal Commission which has been taking evidence is now elaborating various projects meant to reform the entire institution, including the Managing Committee, but meanwhile that Committee has just been exhibited in a very favourable light by means of an action at law in which it was defendant. This action has lasted an entire week, and is otherwise one of the *causes celebres* of the season. It was brought by a stockbroker, named Hutton, who had been expelled from the Stock Exchange for what the Committee termed "dishonourable conduct." He had bought a certain amount of stock, of what was called the West Cork Railway from a Mr. Gray acting as agent for Barclay, Bevan and Co., the bankers, who had advanced money on this stock and wanted to realise their security. Hutton bought the stock at 47, although he had only a day or two before dealt in it on the Dublin Stock Exchange at 61. The gist of the charge was that as this stock was not quoted on the London official Stock Exchange list, and therefore no clue could be obtained here to its real value, Hutton used his special knowledge to get a seller to part with his stock at 14 per cent. below its marketable price; conduct which, if accurately described, would quite justify the Stock Exchange Committee in the course they took. Hutton's defence was that the stock was hardly ever dealt in, that he could not possibly know its value, and that he ran the risk of finding it unsaleable after he had bought it. The jury apparently believed his good faith in the transaction, for, while they could not agree in a verdict, they found that Mr. Hutton had done nothing dishonourable. That they did not also give him a verdict, since they took such a view of his conduct, can only be explained on the theory that, as he had bound himself to abide by the laws of the Stock Exchange and the decisions of the Committee, the jury must have thought he had no ground of complaint, however mistaken these decisions must be. There is thus a rough sort of justice done. Mr. Hutton is exonerated, but the Committee is acquitted of having acted under any other than strictly conscientious motives—that is, there was no malice proved. To the public the interest of this case lies in the proof it gives of the vigilance and fearlessness of the Stock Exchange Committee. It came out in the course of the evidence that, after the complaint had been sent to them of Hutton's conduct, he compromised the dispute with Barclays by paying £2,000, whereupon Barclays wanted to withdraw the letter of complaint; but to this the Committee would not listen, and insisted upon going on with the enquiry. If they would not hush up matters even to please a leading firm of City bankers, it is reasonable to assume they would be still more determined in any ordinary case; and this is undoubtedly a great protection to the public. If an investor, whether buyer or seller, thinks himself aggrieved by his stock broker, he has only to complain to the Committee, and his case is at once heard.

Egypt is still the uppermost topic on the lips of speculators and investors here, after the Congress question; and the stocks are going up by leaps and bounds which are simply amazing. It is not so very long since the Egyptian Unified stock went a begging at 27; it is now about 50. The Railway preference 5 per cents. were as low as 46; and have risen to 73. The only new points about Egypt really are, the enquiries of the Commission over which Mr. Rivers Wilson presides, and the probability that he may become the Khedive's Finance Minister. Of course, if the Unified stock were to earn 6 per cent. with any sort of security, the price should be, not 50, but 80; but security is exactly what is still wanting. The conclusions of the Commissioners may not be published for months yet, and may not bear fruit for months afterwards, and meanwhile the effects of a low Nile must have more or less impoverishing consequences on the country. Money had to be borrowed to pay the last coupon, which only shows that the revenue did not yield the full 6 per cent., and as further borrowing will be stopped, it is possible that the interest for next year may be at a lower rate than 6 per cent. Moreover, an enormous amount of stock is held in Paris to be sold of course some day, since it is not in the hands of investors, and this must weigh upon the market. So there can be little doubt that the advance has been overdone. At the same time the ultimate future—if I may use such a phrase—is most brilliant for Egypt. The Khedive is not only getting more and more under English influence, but the administration of the leading departments of State is gradually passing into English hands. Nor can the condition of things now be reversed; the Khedive has gone too far to recede. With the acceptance of the Commission of enquiry on its own terms he virtually abdicated his control over the country's revenues, and something more. The Commissioners had not gone far into their searching scrutiny before they discovered proofs of the Khedive's arbitrary dealings as well as of his extravagance and mismanagement which realised the worst charges brought against him. Among other things it is stated that they found he had appropriated a million of acres of fine land which contributed in consequence nothing to the revenue, and the question came to be, how had he obtained this enormous accession of territory. If bought, from whom, and at what price? If not paid for, who are the rightful owners? Such questions might be asked in any civilised Christian country, but it was never thought they would be tolerated in Egypt. Nevertheless the Commissioners have had the audacity to put them to the Khedive, politely of course, and what is more wonderful still, it is quite believed he will answer them. If, after all this, Mr. Rivers Wilson accepts the post of Finance Minister, it may be assumed he has *carte blanche* to remodel the taxation as he pleases and to make all the landed property of the Khedive contribute its due share. Thus the regeneration of Egypt may be said to have fairly commenced.

His Highness is, if not a slippery, yet beyond doubt a most dilatory customer. Your readers may remember the case of the Tribute loans about which I have written so often, and which it was hoped had now been finally settled by the new arrangement, giving up part interest and thus restoring to the Porte a portion of the Tribute to be anew pledged for another loan. The Sultan executed his part of the bargain faithfully and issued a *firman* in due course, but the Khedive has not yet signed his undertaking to remit the money to the Bank of England. Doubtless it will be all right, and the amounts will come in due course, but it wears an ugly look that there should be so much delay for no conceivable purpose. The truth seems to be that the Khedive will do almost anything under pressure, but that otherwise he is disposed to treat engagements very lightly. His creditors will take the hint and press accordingly. In addition to what I have given above, I may state that the Khedive has applied to the English Government again to let him have a Minister to manage his affairs, promising that this person shall have *les pouvoirs les plus etendues*, and it is understood that the Government have agreed to do so. This may not be announced for some little time, but I think you may take it as certain that it is really so settled. The saving to the expenditure of the country is already secured to the amount of £1,200,000 a year; 200,000 acres of land are to be surrendered to the State; and the privileged lands are to be taxed. These are determined reforms, and the new Minister of State, whether it be Mr. Rivers Wilson or not, is also, I believe, finally determined upon. In short, the Khedive has entered on a path from which he cannot retreat.

The Lancashire strike still rages, if that term can properly be applied to a quarrel which is being fought out with singularly quiet resolution on one side and dogged, sullen defiance on the other. There is not the least appearance of a settlement yet, but when it does come the men's surrender (for the dispute can end in no other way) will be complete and sudden. As yet the stoppage of production has made little difference in the markets, except that certain kinds of shirtings suited to India and China have got somewhat higher in price. The export, however, has, as was to be expected, fallen off. The shipment of cotton goods to the countries just named was last month 108 millions of yards, against a monthly average last year of 138 millions. The proportion to Calcutta last month was 47 millions yards against a monthly average in the previous year of no less than 68 millions. The decline in the Calcutta figures is considerable, but the supply to that market has been very great during the past year, and shipments of even 47 millions yards per month must be considered too large in face of the dull demand and abundant stocks there. Of prints and dyed goods the exports to the Indian and Chinese markets are greater than the monthly averages of any of the past four years. As for the merits of the dispute between the manufacturers and their men the following illustrative example, which I take from a Manchester paper, tells its own story. A balance sheet from one of the mills in North East Lancashire, giving the details of six months working of a cotton spinning and manufacturing company, states that the amount paid in wages was £13,477, the sales of goods yielded £47,860, and the loss on trade account was £2,842. A reduction of 10 per cent. in wages would be £1,347-14, leaving still a loss to the owners of £1,504-6. It is naturally asked why millowners should submit to arbitration under such circumstances? Why should men of business run the risk of being compelled to carry on at a loss? For that is what an adverse decision by an arbiter would come to.

The P. and O. Company had their meeting on Tuesday and adopted the report of which I have already given you an abstract; the meeting also sanctioned the alteration in the deed of settlement, giving the directors power to invest surplus funds in Metropolitan Board of Works stock and other substantial securities from which they have hitherto been excluded. There was general harmony and scarcely any discussion. The chairman in his speech spoke hopefully of the future, and declared, as regarded the new mail contract, that they were able and ready to perform the service better and cheaper than anybody else; and, moreover, that he did not believe these were the times when their past services to the Crown would be forgotten and their long connection with the State would be dissolved. I agree with him in this, and yet somehow the good old P. and O. has plenty of enemies. Its position is exactly the converse of the scriptural character to whom woe was predicted because all men spoke well of him; so I suppose the Company may hope for benefit from the opposite sort of criticism—namely, general fault-finding and malediction. It is named in Parliament only to be grumbled at and abused. Quite lately there was a discussion as to the mail contracts, in which very ill-natured language was used with reference to the Company, and now Mr. George Anderson, M. P. for Glasgow, a gentleman who has just gone through a private liquidation on account of heavy, though undefined, liabilities as chairman of the Emma Mining Company, is greatly exercised in spirit as to the supposed monopolising propensities of the P. and O. Mr. Anderson last night asked whether the Postmaster General had any reason to believe that the P. and O. is the chief of some associated companies which, by stringent rules among themselves, are endeavouring to establish a monopoly of the carrying trade to India; and whether he will at once advertise for tenders for the mail service at present performed by the P. and O. The animus of this question is perfectly plain. It seeks to create a prejudice against the Company in advance, as if it were conspiring with those now in the field to shut out new competitors. Just as if twenty shillings a ton freight from Calcutta was not barrier enough, or as if it were worth while combining to secure such a pittance.

The Board of Trade returns for May were issued to-day. They are unfavourable as was expected, mainly in consequence of the Lancashire strike. The total value of the exports was £16,165,075 against £1,74,51,139 in May last year. The quantity of cotton yarn exported was 22,298, 100 lbs. against 19,823,200 lbs. in May 1877, and of piece goods 271,706,700 yards against 325,222,100 yards in May 1877. The proportion to Bombay was 522,100 lbs. yarn against 829,100 lbs. and 17,065,600 yards piece goods against 16,024,200 yards in May 1877. The falling off which tells upon the gross totals is mainly to Calcutta and China, the former showing only 58 millions yards against 81 millions, and the latter 28 millions yards against 45 millions. The total declared value of the imports is £31,028,768 against £34,647,682 in May 1877. The decrease here is mainly in grain, wool, and sugar. Cotton has argumented from an import of 997,637 cwts. in May 1877 to one of 12,58,785 cwts; the proportion from British India, however, showing a reduction—that is, 136,149 cwts. last month against 299,694 cwts. in May 1877. The receipts of wheat have fallen off 12 per cent., those from British India included, which were only 51,021 cwts. last month against 447,973 cwts. in May 1877.

THE KOTAH "MASSACRE."

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—It would be well if Government would publish rules for future guidance in such cases as the Kotah "massacre." At present there is only one course to be taken, where a European happens to be present at an affray between natives, *i. e.*, to let them alone. Similar sauce apply to both goose and gander; so that in case of a row in Bombay or elsewhere in British territory no European can interfere to prevent the police being overpowered without being [illegible] to slander and calumny from the *Times of India* and other native papers. One thing is certain, that it would be most dangerous for a European to rescue, say the editor of the *Times of India*, or of the *Indu Prakash*, from the hands of a thief. If I happened to see the manly and independent Brahmin being scalped by a Maher and his honest gains abstracted I should certainly refuse to interfere. Nor should I interpose to save the courageous and modest Parsee from the hands of a Mussulman. No, no! Suppose I did attempt a rescue? "Atrocious conduct of a European," "Another dastardly outrage." The officers who saved the lives of the police in Kotah might have looked on while the police were murdered, and their reward would logically have been the praise of the Native Press. All Europeans will do well to earn that coveted article in future. No word of sympathy with those who were so nearly murdered by native blackguards at Surat, and who were unconnected with the matter of offence; but cries of horror when two English gentlemen save the lives of the police, at their earnest request. Cannot the *Times of India* and the *Indu Prakash* be prosecuted for LIBEL?

VOLUNTEER SHOOTING.

B. COMPANY v. A. COMPANY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Your correspondent "Report" in this day's issue complains of the unfairness of the words "second team" added to his first letter. If he were acquainted with the conditions of the first match, he could not possibly complain of unfairness, and before writing he should have made himself acquainted with facts. Conditions of our 1st match were as follows:—A team of seven from each company composed of second class shots, men who had not made more than 100 points in their class firing. After the first match we (B Company) discovered we had been shooting against a mixed team of C. Company. One of their team had scored 121 points in his class-firing, thereby making him a first class shot. One other member of their team had made 106 in his class-firing, but we allowed him to shoot in the team as he had taken a deal of trouble to get up the match on behalf of C. Company. The same conditions should have been observed at the second or return match, and *were*, as regards B Company. The two men in C Company team who were not classed at all, had no right to shoot in the match. I doubt if your correspondent was one of the team, and, if not, he has no right to meddle with what does not concern him, much less to complain of unfairness. Annexed are the names of those who fired and their scores in class-firing, from which it will be seen that the B. Combay team was really "a second team," while that of C. Company was not.

At the second match Kent did not attend for C Company, Griffin and Headlam did not attend for B Company, and it was agreed on the ground to shoot five men aside, leaving out Private Weber of C Company team. ONE OF THE B COMPANY TEAM.

Bombay, June 26.

FIRST MATCH.

C Company.		B Company.	
Lt Kemp	121	Lt Thorpe	92
Corp Judge	99	Qr Mr Sergt Pearse......	90
Pt Topping	95	Sergt Holman	87
" Taylor.........	91	Corp Graves	85
" Atherton.........	93	Pt Lyons	84
" McCloughin	86	" Griffin	91
" Harrup	106	" Headlam	98

SECOND MATCH.

C Company.		B Company.	
Lt Kemp	121	Lt Thorpe	92
Pt Judge	110	Qr Mr Sergt Pearse......	90
" Harrup...	106	Sergt Holman	87
" Kent.........	148	Corp Graves.........	85
" Sharp, Senr, joined the corps since the class-firing took place		Pt Lyons	84
" Sharp, Junr, joined the Corps since the class-firing took place.		" Griffin	91
" Weber.........	83	" Headlam	98

INDIAN NEWS-LETTERS.

(FROM OUR OWN CORRESPONDENTS.)

AHMEDABAD, JUNE 21.

THIS has been one of the hottest and most unhealthy seasons that has been experienced here for many years. The hot winds were rather later than usual in putting in an appearance, but when they did come they made up for their dilatoriness by giving us a double dose. It has been quite a common occurrence to have the thermometer at 108° in our rooms, and in verandahs as far as 120°. Of course all the residents who could manage to get away took wing for more congenial climes, but to those who had to remain behind, life for the last two months has been a weariness to the flesh. During May cholera was rampant; in a fortnight of that month about 200 persons in the city alone fell victims to the terrible epidemic; nor did the camp escape, it spread so alarmingly there that the soldiers were ordered out into tents. I am glad to say that for some time past it has been gradually dying out, though I hear of a slight outbreak which took place in the city last week. Doubtless it will entirely disappear before the purifying influences of the monsoon. We have had two or three pretty sharp showers to-day which have had a cooling effect on the atmosphere, and certainly made life more bearable. Although we have not had much rain here, apparently there has been a good downfall in the districts, as is evident from the fact that the Subermuttee which yesterday was but a shallow little stream has to-day assumed the proportions of quite a respectable river. The cultivators here are looking out anxiously for a fall of rain to enable them to sow their first crops, and judging from the cloudy appearance of the sky, they will not have to wait long. Grain is now rather cheaper than it has been since the last rains, though I hear of much distress and scarcity in the districts, many of the villagers having to subsist on the leaves of trees or what wild fruits they can gather, only occasionally being able to procure a little grain. Of course, it suits our penurious Government to ignore the existence of such distress, but it is none the less real on that account.

Dr. Holmstead, our new Civil Surgeon, has arrived and taken charge of his appointment. Judging from the high position which for the last ten years he appears to have held in the estimation of the Hyderabad community, I think we have every reason to congratulate ourselves on our good fortune in having him appointed to this station. I am sorry to say that our Executive Engineer, Captain Cruickshank, R. E., is under orders for Satara. His departure is regretted by all, but particularly by his subordinates, who apparently cannot speak in high enough terms of the courtesy and consideration with which he has invariably treated them. JUNE 22.

The monsoon broke gently last night. It has been raining softly and steadily most of the day.

CONSERVANCY OF INDIAN FORESTS.

IN his remarks on the report of the Conservator of Forests on the administration of the Forest Department of the Madras Presidency for the year 1876-77, the Secretary of State expresses his concern at the condition of the Madras Forests arising from the process of rapid denudation to which various causes have of late years given an impulse. The subject of Forest Conservancy in its bearing on the calamities which arise from floods and famine is deemed by the Secretary of State so serious and important, that he has dealt with it at considerable length in a separate despatch to the Government of India. The rapid extension of denudation in Madras is apparently universally acknowledged, though it is a matter on which it is difficult to obtain precise data. The demand for fuel, both for working the railways and for the construction of public works, the opening out of coffee and other plantations and the extension of ordinary cultivation, are among the influences which give rise to the evil complained of. Sir Richard Temple indicates the probable result of a clearance of forest for railway demands in Madras, in the aggravation of the evils which are already familiar in regard to the Palar River, from the waters of which an extensive series of tanks for irrigation in the districts of North Arcot and Chingleput derive their supply. "Seldom," he writes, "does the river descend in seasonable and propitious floods. One year it will come down with violent inundation, demolishing its dams, tearing up its banks; another year will leave them all high and dry." This case is adduced as a type of what is frequently going on in many parts of the country and which is to some extent attributable to the denudation of forests. Ample evidence of the effect of the growth of wood on the conservation of springs is found in works such as those of Dr. I. C. Brown, and of Mr. Marsh, the American Minister at the Court of Italy. The latter, a careful observer and collector of facts bearing on this and kindred subjects, remarks that "the general truth that the flow of springs, and the normal volume of rivers, rise and fall with the extension and the diminution of the woods where they originate and through which they run, is as well established as any proposition in the sphere of physical geography." The works of these authors also contain full information in reference to the satisfactory result of operations for the restoration of tree growth on slopes in several of the Departments of Southern France, which had most severely suffered from the effects of denudation in producing drought and flood. The facts are referred to in a paper by Colonel Pearson which is printed in the appendix to the report of the Forest Conference held at Simla in October 1875. On the whole the subject is one which seems to demand more earnest consideration than it has yet received except from a few individuals. The steps already taken to remedy the evil are insignificant, and the Secretary of State thinks that what is now required is a declaration of the necessity to provide for the conservation of forest growth on a much larger scale, and probably at much more frequent intervals than has yet been undertaken, with a distinct view to its action on the maintenance of springs, and as the natural regulator of the escape of moisture from the soil. Although these remarks bear especial relation to the circumstances of Madras there can be no doubt that the principles involved call for application in many districts in India. The Punjab Forest Report of [illegible] for instance, shows how lands on the upper courses of the Beas, the Ravi, and the Chenab were then rapidly deteriorating owing to the reckless destruction of forests. In a separate despatch communicating his remarks on the annual reports of the Forest Department, the Secretary of State further points out that in none of these reports, excepting those of Hyderabad and the Central Provinces, is any reference made to the record of meteorological observations in connection with forest conservancy. It seems desirable, his Lordship thinks, that some systematic attempt should be made to record, upon one uniform basis, any climatic effects that may be produced by the operations of the Forest Department, and particular notice should also be made of the physical changes produced in rivers in consequence of the extension or decrease of forest areas within their watersheds. The possibility of establishing observations of this nature is recommended to the consideration of the Government of India.

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

(FROM OUR OWN CORRESPONDENT.)

EMBEZZLEMENT AT POONA.

POONA, June 26.

Mr. Oroes, pleader, has been arrested and brought before Major Trueman, on a charge of criminal breach of trust, preferred by Messrs. King, King and Company, on behalf of Lieutenant [illegible], now at Malta.

[REUTER'S TELEGRAMS.]

(By Red Sea Cable.)

THE CONGRESS.

BERLIN, June 25.

Congress sat for two hours this afternoon. Prince Gortschakoff was not present owing to an attack of gout, which confines him to his bed.

The Turkish Plenipotentiaries continue to maintain an attitude of reserve at the Congress.

It is expected that the Congress will terminate its sittings in three weeks, and reassemble in the autumn to ratify arrangements agreed to.

SERVIA AND MONTENEGRO.

Russia has advised Servia and Montenegro to arrange with Austria direct.

STATEMENT BY THE "DAILY NEWS."

LONDON, June 26.

The *Daily News* states, that the election of a Prince for Bulgaria, and the outline of the new boundaries being settled, no dangerous questions now remain to the Congress.

STATEMENT BY THE "MORNING POST."

The *Morning Post* states, that after the Russian evacuation of European Turkey, a temporary mixed European occupation of Bulgaria and Roumelia is expected.

ENGLAND'S COMMUNICATION WITH INDIA.

LONDON, June 26.

The *Times* of to-day publishes numerous letters on the different proposed channels of communication with India in consequence of Colonel Goldsmid having read a paper at the United Service Institution in favour of the construction of a line of railway from Tripoli across to Koweit, at the head of the Persian Gulf, and thence by Jask to Kurrachee.

The *Times* condemns the above route as unpaying. Sir A. Kemball and the Marquis of Blantyre have both written, advocating a line of communication from the Gulf of Scanderoon to Mosul, joining the trunk at Constantinople and Bussorah.

THE CHEFOO CONVENTION.

The Under Foreign Secretary, replying to a question in the Commons last night, said that the Chefoo Convention had been ratified by the Treaty Powers, with the exception of the clauses relating to the collection of the lekin tax upon opium and the limits of the area to be exempted from the tax, and that these clauses were now under consideration.

THE GARONNE'S LIFE-BOAT.

ADEN, June 26.

News has been received here that the crew of the life-boat which left the s. s. Garonne on the 7th instant for Aden have arrived at Galle.

STEAMER MOVEMENT.

ADEN, June 25.

The B. I. S. N. Company's steamer Chyebassa, outward bound for Colombo, Madras, and Calcutta, sailed from here to-day.

THE INCOMING MAIL.

ADEN, June 26.

The s. s. Pekin with the English Mails of the 14th instant, sailed for Bombay at [illegible] to-day.

LONDON, June 25, Aft.

The Liverpool Cotton Market closed with prices barely maintained. Surats unchanged.

The London Cotton Market has been flat.

Fair Dhollera	5⅛d.

The Manchester Market has been quiet but steady.

7 lbs. Shirtings	6
8½ lbs. do.	7-1½
40s. Mule Twist	0-9½
Exchange on India, 60 days' sight	1-8 5-16
4 per cent. Rupee Paper	80½
4½ per cent. do.	80¾
5½ per cent. do.	89

About £50,000 have been withdrawn from the Bank of England for France.

Arrival.—[illegible]

TELEGRAPHIC WEATHER REPORT FOR ALL INDIA.

SIMLA, June 25, 10 a.m.

Temperature diminishing and humidity increasing rapidly over the North Western Provinces. [illegible] at Akyab and Darjeeling. [illegible] Slight rain in Bengal, Punjab, and the Central Provinces.

SIMLA, June 26, 10 a.m.

Barometer rising over the whole of India, except Assam, Behar, and Madras. Easterly winds over North-West Provinces and at Lahore. Moderate rain over Bombay, Central Provinces, Bengal and Assam. Weather showery and squally in the North-West Provinces. Two inches of rainfall at Bareilly, one at Lucknow, four-tenths at Roorkee, and two-tenths at Allahabad.

COAST WEATHER REPORTS.—June 26.

Cannanore, 5-55 p.m.—Weather squally; wind N. W.; thermometer, max. 84; min. 71; W. B. 78; barometer 29.80. Fall of rain 48 cents.

Carwar, 5 p.m.—Weather wet; wind S. W.; thermometer 77.8; barometer 29.872. Fall of rain 4 inches 93 cents.

Mangalore, 26th.—Weather cloudy; wind S.E., S.W. Fall of rain 17 cents.

Tuticorin, 5 p.m.—Weather cloudy; wind S. W.; thermometer 89; barometer 29.87.

Vingorla, 5 p.m.—Weather cloudy; wind S. W. moderate; thermometer 84. Fall of rain 4 inches 48 cents.

RAINFALL IN BOMBAY.

June.	Colaba. In. cnt.	Fort. In. cnt.	Byculla. In. cnt.
Previously registered	10 47	13 28	14 28
Tuesday	1 24	......	......
Wednesday	......	0 40	0 36
Total	11 71	13 68	14 64
Fall up to 26th June 1877	......	27 7	28 55
" " 25th " "	32 43	......	......

Note.—The returns from the Fort and Byculla are made up to 8 p.m. each day. The return from Colaba, is up to midnight.

THE MONSOON.

The following telegrams were received in Bombay yesterday:—

Surat, 26th.—Up to 9 a.m. 67 cents. Weather rainy.

Broach, 26th.—Up to 6 a.m. 24 cents. Weather clear.

Baroda, 25th.—Yesterday 12 cents.

Ahmedabad, 26th.—Yesterday 70 cents.

STEAMER REPORTS.

GALLE, 26, 8-5 a.m.

Mail Steamer Tanjore from Bombay arrived.

RATES OF EXCHANGE ON LONDON.

	per Rupee
Bank Bills, on demand	1s. 8 9-32d.
Do. 6 months' sight	1s. 8 19-32d.
Credits, 3 ,,	1s. 8 17-32d.
Documents, 3 ,,	1s. 8 9-16d.

The Government Meteorologist, Mr. John Elliott, has been organising a system of weather reports to be supplied from the principal stations in India, and which will include Burma and Ceylon. The first-fruits of his work have reached us, which we print in another column under the heading "Telegraphic Weather Report for all India." The information supplied by these daily reports in the condensed form in which they are framed, and telegraphed to the press of India up to date, will necessarily possess great interest, especially at such a season as the present.

Mr. Justice Bayley has been sweeping the cobwebs off the old files of the Insolvent Debtors' Court, of which his Lordship is the presiding Commissioner. It has been a questionable practice with many insolvents to file their petitions, and then to take no step towards bringing their cases to a hearing. In several instances petitions are filed by dishonest insolvents merely to bring recalcitrant creditors to their own terms of compromise; and the petition on the file hangs like the sword of Damocles over the head of the astute creditor, who hesitates to agree in thinking with the insolvent that "half a loaf is better than no bread." A large number of petitions of this character have accumulated on the files of the court; and many of them were filed no less than ten or seven years ago. Printed lists of such petitions have been made out under Mr. Justice Bayley's orders; and the first batch of them, the oldest in date, were called out and dismissed for want of prosecution at a sitting of the court yesterday. Most of the insolvents had not even filed their schedules. In all eighty-seven petitions were dismissed. Other batches of old petitions will be dismissed at future sittings of the court.

We understand that the Secretary of State has requested the Madras Government to communicate to Surgeon Major G. Bidie, the satisfaction of Her Majesty's Government at the manner in which the collection of raw products sent from Madras for the Paris Exhibition was prepared and catalogued by him. The services of Colonel J. Michael, C.S.I., in co-operating with the Indian Committee of the Royal Commissioners, are also favourably commented on; while satisfaction has been expressed at the manner in which the collection of raw products has been transmitted from Bombay.

In a despatch recently received by the Government of India, the Secretary of State expresses the sense of Her Majesty's Government of the excellence of the samples of raw products sent from India, and in particular of the exhaustive collection of woods and forest produce prepared with much care and expedition by the Inspector General of Forests in India. In consequence of private liberality and the ready co-operation of many of the Royal Commissioners and other private individuals, the charge imposed on the revenues of India has been very small in comparison with that of former International Exhibitions in Europe. The exhibition of the articles sent from Cashmere, though not transmitted through officers of the Government, is of such interest as to merit an expression of the Secretary of State's approbation of the public spirit displayed by His Highness the Maharaja in its preparation. His Royal Highness the Prince of Wales has expressed to the staff of the British section the high sense entertained by Her Majesty's Government of the value of the services rendered by them in the arrangement of the Indian court, and Colonel Pearson has been especially thanked for his assistance in the proper display of the forest collection.

The death is announced of an old and valued native officer, Subadar-Major Dabedeen Misser, of the 16th Lucknow Regiment, now quartered in Fort William. Dabedeen Misser joined the service in August, 1840; he was all through the siege of Lucknow, and had his breast covered with medals; he also won the Order of Merit, and severed as extra Aide-de-Camp to his Excellency the Commander-in-Chief at the Imperial Assembly. A grand old soldier, respected and loved by every officer and man in the regiment, after all the hardships that he must have endured on service, it is strange that he should have succumbed to the heat a few days since, when travelling up-country.

For the past fortnight the British India Steam Navigation Company's Steamers have been working steadily in the grain traffic. Up to date the coasting Steamers from the Northern ports, Calcutta, and Rangoon, have landed upwards of fifty thousand bags of grain at Madras. The s.s. Rajpootana from Calcutta, which arrived in the roads last Sunday, discharged about 3,000 bags, and more is expected. Notwithstanding these large supplies of grain, prices have an upward tendency, and are daily increasing. First sort coast rice which was sold some ten days ago at Rs. 9 to 9-4 per bag, weighing 164 lbs. is being sold at Rs. 9-8 to Rs. 13 per bag, and according to the native astrologers, if rain does not fall on certain days, according to their Sastarums, the price of grain will still rise to Rs. 12 and Rs. 13 per bag.

A Detachment of the 1st P. I., commanded by Major Theo. Higginson, and a squadron of the 2nd P. C., commanded by Lieutenant J. C. L. Stewart, marched from Quetta for Kelat on June 12th. On being relieved by the former, the detachment 1st P. I., commanded by Captain H. Howell will return to Quetta.

We regret to learn, says the Calcutta clerical paper, "from the last English papers that, at the Meeting of the S.P.G., a proposal [illegible] Bishop's College, Calcutta, to the Government was rejected by the Board. True, it was proposed by the Bishop of Calcutta, and supported by the Bishop's Commissary, and the Dean of Calcutta (we suppose the Archdeacon of Calcutta is here meant), but then those men laboured under the terrible disadvantage of having lived on the spot and knowing what was really necessary. We know by experience how fatal this knowledge is in the discussion of all Indian questions at home. Living on the banks of the Thames gives a far deeper knowledge of India than living on the banks of the Hooghly."

The Bombay Correspondent of the *Englishman* has the following remarks on the prosecution of the native Editors and others at Surat:—"The hearing is just closed, and the magistrate (a young Civilian) takes time to consider his decision. The political design of the transaction is palpable to an outsider. The Surat agitation against the license tax was well conducted, and a telling memorial was sent to the Government of India. That was contemptuously disgarded; and presently those preliminary arrangements for collecting the tax were entered on in the bungling and exasperating manner described in a former letter of mine. Goaded by the bewildering returns they were ordered to fill up, the ignorant shopkeepers closed their shops, and a more ignorant mob presently made the riot, news of which created in England dismay ten times disproportionate. The local officials were obviously to blame for their clumsiness and wanton irritation, and blamed they were officially. Hence they must get out of the black books if possible. Now the respectable and legitimate agitation against the tax had given offence in other quarters and for different reasons—amongst the rest, that it would never do for the mufasal to follow Bombay in objecting to obnoxious taxation. So the idea has been hit upon to try and show that the open and aboveboard agitation of the native press and respectable citizens were the cause of the street row. To do this will kill two birds with one stone—legitimate political agitation in Guzerat will be stifled for ten years to come. The bungling tax collector will be exonerated."

The World:—The Indian troops on arriving at Malta asked where the Russians were, and were much disappointed at not being called upon to fight them at once.

We are permitted, says the *Pall Mall Gazette*, to make the following extract from a private letter written by Father Curci to a friend in England. The letter is dated the 1st of June:—"[illegible] it was perhaps [illegible] to rebuild the church; and the countless crowd of fools succeeded in doing so. But with Leo XIII. it is a different matter. He, though he does not find my ideas in the least distasteful, cannot perhaps for the moment take any positive steps for their realization; but it is a great matter that no progress is being made in the opposite direction. To myself, it has been a matter of very great significance that the Pope should have desired me to live for ten days with his brother in the Vatican. But I am convinced that more than this it was impossible for the Pope to do, considering the predominance of the party of Pius IX. The Sacred College of Cardinals, the Italian episcopacy, the prelature, are altogether the creation of that Pontiff: almost all men of the meanest capacity and wedded to his ideas. With this element Leo XIII., with a character firm enough, but averse to the policy of Sixtus V., will scarcely be able to do anything; and the Church will remain in the present state of dissension—to the ever increasing inconvenience of the Roman Church and of Italy."

On Saturday, June 11, Sir Henry Thompson demonstrated the value of the microphone (the recent invention of Professor Hughes) for discovering the existence of stone in the bladder, however small the particle might be, in operating on a patient, in the presence of Mr. Erichsen, Dr. Yandell (of the United States), Mr. M. B. Hill, Mr. Clover, Mr. B. Browne, and others. By an application of the same method, the recognition of a bullet or other foreign body, or of diseased bone at the bottom of a deep wound, the microphone may be equally valuable.

The World.—My Catholic friends tell good stories about the Protestant confessional, which they not unintelligibly refuse to regard as a serious institution. The following, for instance, is on the best authority, but I withhold the name of the very big Anglican dignitary to whom it refers. A fair devotee chanced, on one occasion, to confess to him a peccadillo which caused her much reproach of conscience. 'Alas,' groaned the doctor, 'and that is the third time, too!' The lady assured him that she had never before been guilty of that particular omission or commission. 'My daughter,' persisted her spiritual guide, 'it is the third time you have come to me with this same sin; do not add to your fault by concealing the former occasions.' The lady still demurred, and a flood of memory seemed to rush on the father. 'I beg you a thousand pardons,' he said; '*it was your sister!*'

The great gravity of the military situation at the Cape is borne witness to by Mr. Melton Prior, the *Illustrated London News* special artist, who has just returned home from the seat of war. When this experienced observer left the Cape there was considerable anxiety lest the Zulus and the Pondoes should join in the insurrection; in which case the handful of brave, but very young, English soldiers could scarcely fail to be overwhelmingly outnumbered. "Poor young Saltmarsh, Mr. Prior says, had a keen presentiment that he would never return alive from this threatening 'little war.' One day Lieutenant Saltmarsh and the special of the *Illustrated* were sitting together after dinner in the room of an isolated house in a somewhat exposed position, and a vicious assegai (Kaffir spear) was sent through the window, and narrowly shaved the gallant young officer of the 90th, whose untimely death was presaged by the gloomiest of dreams. These assegais are hurled with wonderful precision and inflict terrible wounds; but against the breech-loaders the Galekas would not stand the ghost of a chance if our men could only get at them in the open. In the rocky security of their kloofs, whence it is so perilous to dislodge them, the Kaffirs bid defiance to the dribblets of Britishers sent after them. To put down the Kaffir rising promptly, Mr. Prior asks, why not employ the native Indian troops against the rebels?

The *Whitehall Review*:—What are these whispers which are going round as to the purchasing of good service pensions? I always thought these pensions were given as a reward for service, and yet officers are telling one another openly in clubs, in ante-rooms, and even at state balls, that two years' purchase is now demanded of officers who aspire to pensions. Demanded by whom? That I should like to know, and so would a certain Royal personage who is deeply interested in the subject. And who are the purchasers? The Horse Guards must be in a bad way when officers are obliged to pay "outsiders" to obtain [illegible] it for them. I confess I am in complete ignorance as to how it is done; but I hear soldiers say that it is no use asking unless you get somebody to put in the necessary word for you and to keep your name before His Royal Highness. The £100 or £200 thus deposited takes the form then of a gratuity for friendly offices.

A paragraph has lately been circulated pretty widely, relative to the late Lord Lytton's partiality to mesmerism, &c.; and the readers of "A strange story" find in that extraordinary work curious proofs of the length to which His Lordship's studies had been carried in connection with the "uncanny" sciences and arts. It is not however, generally known that Lord Lytton once gave public testimony in favour of the science of Astrology. The circumstances were these. Lieutenant Morrison of the Royal Navy (now if still living, Captain), better known as "Zadkiel" the compiler of the famous prophetic almanac, and author of several works upon astrology, brought an action for libel against Admiral Sir Edward Belcher, that gentleman having denounced the Lieutenant as an impostor. Among other witnesses in favour of the plaintiff was the late Lord Lytton, and it may be interesting to add, that the verdict was given in the plaintiff's favour, Sir Alexander Cockburn having summed up against the defendant. The case was reported at length in the *Times* and other London dailies at the time.

The race between John Higgins, of Shadwell, London, and William Elliott, of Blyth, near Newcastle, for the Sculling Championship of England, which was rowed over the Thames Championship course on the 3rd instant, was won easily by Higgins, the previous holder of championship honours. Before the start, Elliott was the favourite, as much as 7 to 4 being laid on him; but he collapsed just after passing the Soap Works bridge, up to which point he had led with a stroke of 40 a minute to Higgins' 37 and 38, and Higgins paddled home in 24 min. 38 secs., a winner with nearly two minutes to spare. By this victory Higgins, besides winning the stakes (£400), becomes the absolute owner of the Challenge Cup (value 200 guineas), presented by the proprietors of the *Newcastle Chronicle*, he having previously on two consecutive occasions beaten R. W. Boyd, another Tynesider, in Championship matches.

A PARSEE'S OPINION ON THE VOLUNTEER QUESTION.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—Your remarks against the admission of Parsees into the Bombay Volunteer Corps are undeservedly severe on that body of people, and only serve to show the deadly animosity which you [illegible] against them. Why [illegible] who think with you [illegible]. Why should they not join a corps which is not, as you are pleased to call it, a *distinctive European* corps, but is composed, besides *Europeans* strictly so-called, of men, who, except in dress, and a few of them perhaps in name also, are no more Europeans than I am? If the so-called *distinctive* character of your corps remains undisturbed by the membership of at least a dozen persons of my acquaintance, who have no more right to be called Europeans than you have to be called Parsees, in what respect, may I ask, will it be affected if Lord Lytton's generous permission were availed of by the people to whom it has been accorded? If it was proposed to alter the character of an *exclusively* European corps, your objections, though perhaps a little churlish, would have some weight; but how can you reconcile it to yourself to deny us the privilege, which you allow unmurmuringly, to men who, traced back to the third or fourth generation, are no better than Hindoos. You meet the Parsees on the cricket field; why not, then, on the parade ground as well? The educated portion of the Parsees would surely be as good company as the Pereiras and Almeidas whom you have allowed to swell your ranks.

June 26. H.

VALUE PAYABLE PARCELS POST.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—The "Value Payable" Parcels Post has now been instituted some time, and it would be interesting to know if any one has ever made use of it. It appears to be a most clumsy substitute for money orders, though it might be so used by getting the person to whom the money has to be sent to forward a parcel of rubbish marked with the amount which is desired to be remitted. But if post offices can be trusted to collect money in this way, why could they not be trusted to issue money orders. The tax upon natives of the lower classes wishing to send small amounts to their families is very great; they have to obtain hoondies for which they are made to pay very heavily, and frequently the recipient is charged again on receiving the money. Any person wishing to send money from the districts is put to great inconvenience, as nine times out of ten notes are not obtainable at the treasuries, and a man is either obliged to carry about some pounds weight of silver at the risk of having it stolen, when he would be glad to have sent it in payment of accounts or to the bank, or else he must find some native who will give him a hoondee for it. The extension of the money order system could not be otherwise than a great profit to Government, and by the institution of the Value Payable Parcels Post they have proved that they are willing to trust even the very smallest post offices with the collection of money. Now, unless this is merely for the name of the thing, knowing that it will never be used, what possible reason can there be against allowing money orders to be issued at least in all places which are of sufficient importance to have mamlatdars? Possibly there might be an outcry from the shroffs and money lenders who make a business of screwing everything they can out of the poorer natives who cannot help themselves as it would interfere with their business, but they are the very men who, [illegible] until the imposition of the Licence Tax, paid nothing whatever in the way of taxes, and extorted their large profits out of the heavily-taxed agriculturist or others of the poorer labouring classes. Such an alteration in the Post Office arrangements would not only be a sensational bidding for popularity without being of any real use, but it would be of real service to all classes both of Europeans and natives.

Ahmednagar, June 23. ENQUIRER.

THE WRECK OF THE JOSHUA.

TO THE EDITOR OF THE "MADRAS TIMES."

Sir,—In your issue of the 21st instant, I notice a letter from your Calicut correspondent regarding the wreck of the Joshua, but which is not correct. I was on board the vessel, and was not on shore as stated by your correspondent. The weather was very bad, and after parting both cables, I tried to get out to sea, and failing in the attempt, then tried for the river at Beypore, but as the vessel would not answer her helm, was driven on shore about half a mile north of the river. I regret to add that seven lives were lost, and eleven were saved. The vessel broke up that very night in a few hours.—Yours faithfully,

D. WILKINS, Late Master, Joshua.

Calicut, June 22.

RETURN OF THE GOVERNMENT FROM OOTY.

A correspondent, writing from Ootacamund, says:—"There is a rumour afloat in well-informed circles, and which I am inclined to believe, that the Madras Government contemplate a return to the plains sooner than was expected. The Government came up here with the intention of remaining till the end of September next, but it would appear that His Grace the Governor fears another season of distress and is anxious to be at head-quarters." The forecast is a gloomy one. But for the rain of Saturday night, prices of all grain would have inevitably risen yesterday, as strong rumours were current to this effect. No one can pretend to say with a certainty how long the present prices of our food grains will remain stationary. These are anxious times.—*Madras Mail*.

Last week, for the first time in my recollection, the Court Newsman made an announcement in a graceful manner. The Crown Princess of Prussia [illegible] had the pleasure of receiving a portfolio [illegible] from Mr. Seymour Haden. That [illegible] pretty [illegible] geniality of our Princess Royal [illegible] times, to announce, as is usual, [illegible] have been 'graciously pleased' to accept [illegible] to pleasant entertainments is snobbish and [illegible].—*World*.

BOMBAY.

Gentlemen summoned to serve on the Special and Common Juries at the Sessions which open this morning, are informed that they will not be required to attend at the High Court until Saturday, the 29th, at 10 a.m., when they are requested to be present.

Masonic.—Mr. H. K. Disney, of the Revenue Survey, was installed as Worshipful Master of Lodge Orion in the West at Poona last Monday evening, in place of Captain Cruickshank, proceeded to Malta.

Evading the Liquor Licence.—A Hindoo, named Soorkajee Butchajee, was yesterday fined Rs. 40 by the Hon. Mr. Dosabhoy Framjee, for selling spirituous liquors by retail without a licence.

The quantity of cotton shipped from the port of Bombay to foreign external ports and foreign Indian ports during the month of May was 102,109 bales 6 docras, weighing 40,020,820 lbs. or candies 51,046 27-28, valued at Rs. 1,00,09,309.

Suicide.—A Coroner's inquest was held yesterday at the J. J. Hospital, on view of the body of Goolam Hoosein Jaghbhoy, a patient at the hospital. At about 3 p.m. on the previous day, while delirious from fever, deceased ran out of the hospital towards a tank and jumped into it, where he was drowned before assistance could be rendered to him. The verdict was that he drowned himself while delirious.

Theft of Ornaments.—Yesterday, at the Girgaum Police Court, a Hindoo, named Dhurmajee Mahoo, a servant to one Bheemabai, woman, residing on the Baboola Tank Road, was convicted by the Hon. Mr. Dosabhoy Framjee of having committed theft of sundry gold and silver ornaments of the value of Rs. 495, the property of the said woman, on the 23rd May 1876. He was sentenced to eighteen months' rigorous imprisonment.

Refractory Seamen.—William Richards, a seamen of the British ship Galloway, and Henry Scott and William Smith, of the British ship Lillian, were yesterday sentenced each to four weeks' hard labour in the House of Correction by Mr. C. P. Cooper, at the Fort Police Court, for wilful disobedience in refusing to do duty on board their respective ships, of which they are articled seamen.

The Cammateepoora Stabbing Case.—A Cammatee, named Nursoo Syenna was brought up on remand yesterday and charged before the Hon. Mr. Dosabhoy Framjee, at the Girgaum Police Court, with voluntarily causing hurt to his wife, by stabbing her with a knife on the 2nd instant. The particulars of the case we have already published. Upon the evidence adduced the prisoner was convicted and sentenced to eighteen months' rigorous imprisonment.

Fatal Accident.—A Coroner's inquest was held yesterday at H. M.'s Dockyard, on view of the body of Ranoojee Mosajee. Deceased was one of several labourers employed in drawing a gun carriage with a 12-ton gun on it to the Boree Bunder railway station from the Dockyard for transmission by rail to Madras. While the carriage was passing the Dockyard gates deceased got jammed between the waggon and the gate. The carriage was at once drawn back and deceased released, when he fell to the ground and expired. A verdict of accidental death was returned.

A Commission.—We understand that Government have appointed a commission to enquire into the efficiency or otherwise of the Cantonment Magistrate's office Establishment, Poona, and generally into matters of sanitation affecting the Cantonment. The committee is composed of Colonel Chitty, the Controller of Military Accounts, Colonel Pottinger, the Assistant Quarter Master General of the Army, P. D. A., N. B. Erskine, Esq., the Revenue Commissioner, N. D., and Major Moore, the Cantonment Magistrate of Ahmednuggur.

In exercise of the power conferred by Section I. of Act XIII. of 1878 (An Act to provide for the recovery in British India of wages due to and expenses incurred in respect of certain seamen and apprentices, &c.), the Governor General in Council is pleased to authorize the Shipping Masters for the time being at the ports of Bombay, Kurrachee, and Aden to sue for and recover, in manner in the Merchant Shipping Act, 1854, Section 213, provided any wages or expenses recoverable under the said section of the same Act and under Section 16 of the Merchant Shipping Act Amendment Act, 1855, in cases where such wages and expenses are, under the same sections, a charge upon any ship, or recoverable from any master, owner, or other person, within the jurisdiction of any Court in the Bombay Presidency.

A SINGULAR INCIDENT.

A lady, whose name has not transpired, walked into St. Mary's Church, Poona, last Sunday evening in a dreadfully agitated state, and to the amazement of every one present she was followed by a Goanese butler who also exhibited much excitement. Mrs. Feilding was the first to lay hold of the Goanese, but he slipped through her hands. Mr. Plunkett, the City Magistrate, then attempted to arrest him, but he slipped out of Mr. Plunkett's grasp; finally he was collared by Colonel L'Estrange, and made over to the Police. We have not heard any explanation of this strange occurrence.

THIRD CRIMINAL SESSIONS.

[illegible] Criminal Sessions of the High Court, which commences to-day. Numerically the calendar is the lightest ever known in Bombay, there being only three cases committed for trial. Two of these have been committed by Mr. Webb, and one by the Honourable Dosabhoy Framjee, C. S. I. They are as follow:—

1. Goculdas Thakersee, committed by Mr. Webb, for criminal breach of trust.
2. Killoo Khutoo, committed by Mr. Webb, for murder [the Khoja Mohla murder.]
3. Henry Cornelius Dewey, committed by Mr. Dosabhoy Framjee, for receiving an illegal gratification as a public servant.

ATTEMPT TO BREAK INTO MESSRS. HAMILTON AND CO.'S PREMISES.

Secret information reached the police last Friday, that a design was on foot to break into the shop of Messrs. Hamilton and Co., jewellers, in Rampart Row, on that night. The informant of the police was an Italian, who, it appears, had engaged to form one of a party of three for this felonious purpose. The other two were Greeks, named Antonio Caffreno and Damitree Ontagee. The police having satisfied themselves of the genuineness of the information, they laid their plans accordingly. It was arranged that eight European policemen, together with Mr. Mills, the Acting Deputy Commissioner, and Mr. Price, the Acting Superintendent of the Fort Division, should so distribute themselves in the immediate vicinity of the building that the anticipated attempt at burglary could not pass undetected. Their patience suffered little weariness, and proof was soon afforded them that they had not been put on a false scent; for sure enough the villains, about midnight, presented themselves on the spot, and deliberately inspected the building which contained the treasures of which they dreamed soon to possess themselves. But their heart seemed on this occasion to have failed them, or perhaps their plans were not ripe for their deed of darkness, for they leisurely went their way. On the following night the police again lay in ambush, and had then good reason to feel sanguine of their prey, for the villains again appeared at the "witching hour of night," and this time exhibited sufficient courage to strike some lucifer matches, with the faint light of which they examined the doors and windows, after which they again retired. On Sunday night, the police had a weary watching, for not even a ghost of the would-be burglars appeared—probably they had been at their devotions, and the hours were considered too sacred for the devilry they contemplated. Monday night then came, which would doubtless have witnessed desperate deeds—locks, bolts, and bars yielding as they no doubt hoped to their determined efforts,—but for the casual circumstance of the return home of a near neighbour, which disconcerted their plans. The stables of this neighbour are at the back of Messrs. Hamilton's premises, consequently the presence of ghorawallas and coachman, who had brought their *sahib* home and were engaged in the work of grooming the horses, scared the innocents again for that night. Nothing daunted, Tuesday night witnessed once more their presence, when they proceeded to the back of the premises, and at once commenced to carry out their object in real earnestness, and with much deliberation. A light was struck, when two of them began their nefarious operations, the third acting as sentry. The felonious act being now apparent, the police [illegible] upon the scene, and easily [illegible] one of the men, a Greek, with whom was the Italian (the informant); but the third who had acted as sentry, took to his heels, only however to fall into the clutches of others of the force. Tools and implements for housebreaking were dropped by the gang, but were all picked up by the police. The Italian, who simply connived with the two Greeks in order that their guilty purpose should be discovered, and who acted his part with the sanction of the police, was released.

Yesterday the case was put up before Mr. Nana Morojee, when the two Greeks, whose names are Antonio Caffreno and Damitree Ontagee, were charged with an attempt to commit housebreaking by night, and with being in possession of instruments of housebreaking. Some of the police officers who had acted as detectives were examined, and testified to the facts above stated. His Worship convicted both prisoners, and sentenced them to a term of two years' rigorous imprisonment each in the House of Correction.

The quarters of the prisoners were searched by the police, who found a dagger and implements of housebreaking, which consisted of a short iron crowbar, a marlin spike, a chisel, a file, a turn-screw, a handsaw, a sheathe knife, lucifer matches, two candles, and cord. It is believed that the man who represents himself as an Italian is really a Greek, and that all three are familiar with prison life in other regions. Having played out their game elsewhere, probably they had bent their footsteps hither in search of fresh fields and pastures new.

A Large Audience.—According to the *South of India Observer*, 'Mr. Rivington stated that on one occasion he, with Bishop Caldwell, addressed as large an audience as 17,000 composed entirely of *Brahmins*.' We cannot help thinking that here there is some mistake. We have not the census report by us, but if the above statement be true, the preachers must have attracted to the one spot a large proportion of the Hindus scattered through the length and breadth of Tinnevelly. Of course these 17,000 Brahmins have nothing to do with the 17,000 converts, as these are chiefly Maravars, but for the sake of accuracy we should much like a little further information.—*Madras Athenæum*.

The following appears among the Domestic Occurrence in *The Times*:—"On the 29th, at 14, Grafton-street, New Bond-street, wife of [illegible] Merchant of a daughter (her 17th child)." Mr. [illegible] would seem to be [illegible] proud of having so many children to cut bread-and-butter for. But his family is not yet as large as that of the late Mr. Bruce, a well-known London Solicitor, who had twenty-two children twice over. One of those children is a distinguished Queen's Counsel, and several have done very well in other avocations. As a rule the members of large families succeed in life better than the members of small families, partly, doubtless, because they have to trust more to themselves in their early days, and also because they do not grumble at short commons and small beginnings.—*Madras Mail*.

STATE OF THE SEASON AND PROSPECTS OF THE CROPS.

FOR THE WEEK ENDING THE 18TH JUNE.

General Remarks.—In Madras copious rain is reported from the West Coast districts; some has fallen in all other districts except Tanjore, parts of Chingleput, and Madras; it has not however been abundant in quantity, and the Madras Government consider that general prospects have not improved; prices continue to rise. The total number on relief works is 135,935, and on gratuitous relief 71,578; the former is 10,130 more and the latter 4,053 less than last week. In Mysore there has been good rain in Chitaldroog, Tumkur and Shimoga, and a fair amount in Coorg; elsewhere very little has fallen, and it is much wanted in Kolar and Bangalore; locusts and insects continue to cause damage in the Western districts; in the Eastern district prices are slightly rising; the total number on relief works for week ending the 8th instant was 40,833, and gratuitously relieved 12,205, less by 888 and more by 1,231 [almost all in village relief] than in the previous week. In Bombay the early showers of the monsoon have set in the Southern Mahratta Country, Deccan, Konkan, and Khandesh; light showers are reported from Guzerat, Kattywar and the Gaekwar's territory; heavy rain has fallen in Kanara, and a shower at Kurrachee; the river is very high in Sind. In the Central Provinces slight rain is reported from the Upper Godaveri, Narsinghpur and Seoni, and it is generally cloudy; scarcity of water is felt in the trans-Nerbudda districts and Nimar. In Berar no rain is reported, but other accounts state that the monsoon appears to have set in the Eastern districts, but is not yet fully established; it has not yet extended to Behar, where great heat prevails; prospects are generally fair. In Assam good rain is reported from both the Valley districts and Sylhet, and prospects are good. In Burma steady rain continues, and the fall in the inland districts is now of fair quantity. In the North-Western Provinces and Oudh there has been no rain; the heat is intense, but the public health is generally good. In the Punjab there has also been no rain; the rabi crops have been nearly all got in.

BOMBAY TOWN COUNCIL.

The weekly meeting of the Bombay Town Council was held yesterday afternoon in the Municipal Offices. Dr. Blaney presided, and the other members present were:—Sir F. Souter, Col. Hancock, Mr. Nanabhoy Byramjee Jeejeebhoy, Mr. Fazulbhoy Cassumbhoy Gangjee, Mr. Ragoonath Narayen Khote, and Mr. Nowrojee Furdoonjee.

THE BYCULLA OVERBRIDGE.

[illegible]

Extract from the proceedings of Government in the Public Works Department (Railway), dated 17th June 1878.

Read the following:—

Municipal Commissioner's Office, Bombay, 31st May 1878.

To the Secretary to Government, Public Works Department.

Sir,—In conformity with a resolution of the Town Council, copy of which is attached, I have the honour to request that Government will be so good as to direct the G. I. P. Railway Company to construct the new bridge at Byculla as soon as possible for the reasons stated by the Town Council.—I have, &c.

J. H. GRANT, Municipal Commissioner.

Town Council Office, Bombay, 21st May 1878.

To the Commissioner.

The undersigned has the honour to state that at the meeting of the Town Council held this day, Mr. Fazulbhoy Cassumbhoy Gangjee asked the Commissioner the following questions:—1st. What is the agreement between the G. I. P. Railway Company and the Municipal Commissioner regarding the new bridge [at Byculla]? 2nd. When is the G. I. P. Railway going to build the new bridge, and is it to re-erected at the sole cost of the Railway Company? The Commissioner replied that the Railway authorities has informed him that the new bridge could not be built until the site of the new station had been fixed on. The new bridge was to be 50 feet wide, and built at the expense of the Company. If the width was extended to 60 feet the Company would require the Municipality to pay the difference. Resolved, that the Municipal Commissioner be requested to address Government, pointing out the inadequacy of the existing bridge over the G. I. P. Railway at Byculla for the ever-increasing traffic on the great northern trunk road of Bombay, and expressing the strong opinion of the Town Council that the G. I. P. Railway Company should be required by Government to undertake the construction of the long-deferred new bridge with the least possible delay.

H. W. BARROW, Secretary, Town Council.

Resolution.—To be communicated to the Consulting Engineer for Railways, and the Agent, Great Indian Peninsula Railway.

2. Government understand that the re-building of the Byculla bridge to accommodate four lines of rails, instead of two lines as at present, has long been contemplated by the Railway Company, and that the new design has been a subject of discussion with successive Municipal Commissioners for upwards of ten years.

3. The design on which the Railway Company now propose to rebuild the Byculla bridge gives a width of roadway, including footpaths, of 50 feet, with inclines on the approaches of 1 in 40 and 1 in 30, and they are prepared to carry out the work according to this design at their own cost.

4. The late Municipal Commissioner, Mr. Pedder, considered that it would be desirable to give a width of 60 feet with approaches of 1 in 40 and 1 in 35; the Railway Company have agreed to build the bridge accordingly, provided the Municipality engage to pay the extra cost.

5. Government are of opinion that the Municipality have no reason to be dissatisfied with this arrangement.

6. In order to give effect to it, it is necessary that the present Byculla passenger station should be removed and rebuilt on another site. Alternative proposals for the transfer are, it is understood, on the point of being submitted to Government.

7. The delay which has occurred appears to be due partly to the fact that the Railway Company were not anxious to commence the work while they had other more pressing works in hand; and partly to the difficulty they have had in coming to an understanding with the Municipality as to the design.

8. However this may be, the inadequacy of the present bridge to carry the traffic is notorious, and the Agent should be requested to see that no further delay takes place in submitting the scheme for the new bridge and station for consideration and sanction.

H. F. HANCOCK, Col., R. E., Under-Secretary to Government.

Mr. Nowrojee Furdoonjee said it was quite a new proposition that the Corporation should pay for the extra 20 ft.

The Chairman thought it had been quite understood that they should pay for that all along.

Col. Hancock said it was merely a suggestion. Designs had been prepared for both widths, and it rested with the Municipality to say which should be adopted; but before the Railway Company would build the bridge on the larger design, 60 ft. wide, they required the Corporation to undertake to pay the extra cost.

Mr. Kirkham thought the Municipality should be prepared to go very far towards getting the larger bridge, which would be a permanent benefit to the town.

Mr. Nowrojee Furdoonjee was of opinion that the sooner they tightened their purse strings the better. He should object to a grant being made for the erection of the wider bridge.

Col. Hancock said it was a matter for the Municipality; it would not make any difference to the Railway Company.

The Chairman asked when the plans and estimates would be ready to be laid before the Council.

Col. Hancock said the site for the station was a very difficult question, not to be settled in five minutes. There was great difficulty in deciding what was the best plan to adopt. He would not delay it, as far as he was concerned.

The papers were ordered to be recorded.

THE PROPOSED NEW OVERBRIDGE AT MAZAGON.

The following communications on this subject were read:—

No. 1,085 of 1878.

Municipal Commissioner's Office, Bombay, 25th June 1878.

To the Secretary, Town Council.

Sir,—In forwarding the accompanying papers regarding the proposed new Railway bridge at Mazagon, I have the honor to state that when the plans of the bridge were forwarded to me by the Agent of the G. I. P. R. Company for consideration, I suggested, in consultation with the Deputy Executive Engineer, certain modifications which the Railway Company have agreed generally to adopt, and the accompanying minutes of a meeting which was held on 8th February last for the discussion of the subject will show what those modifications were.

It will be seen that the Company are willing to make four retaining walls, as I suggested, in place of two provided the Municipality will bear half of the entire cost of the four. From an estimate recently submitted by the Chief Engineer as agreed upon at the meeting it appears that the total cost of the four retaining walls would be Rs. 77,794, and as this would involve an expenditure of Rs. 38,897 on the part of the Municipality, I propose to dispense with the two retaining walls which were not entered in the original plan and estimate, and to request the G. I. P. R. Company to proceed with the construction of the bridge with the remaining modifications laid down in the proceedings of 8th February last.

The Deputy Executive Engineer has reported that the compensation for the private land required for widening the approaches will only amount to about Rs. 384.—I have, &c.

J. H. GRANT, Municipal Commissioner.

No. 4,024 of 1878.

Consulting Engineer's Dept. Bombay, 30th April 1878.

Copy forwarded to the Municipal Commissioner, together with plan and section of the proposed new overbridge and approaches at Mazagon, prepared in accordance with the arrangement come to at the Meeting with the representatives of the G. I. P. R. Company, on the 8th February last. The Railway Company's estimate for the former design forwarded to the Municipal Commissioner with the Consulting Engineer's letter No. 595, dated 29th January last, amounted to Rs. 1,21,302. The alterations made at the instance of the Municipal Commissioner will increase the estimate to Rs. 1,78,611 to be divided between the Municipality and the Railway Company as under.

Municipality's share	Rs. 38,897
Railway Company's share	,, 139,714
	Rs. 1,78,611

To enable Government to submit the design as amended for the final sanction of the Government of India, it will be necessary that the Municipality should guarantee the payment of their share of the cost of the bridge, Rs. 38,897 as above, and authorize the carrying out of the stipulation as to provision by the Municipality of land required for lengthening or widening approaches, and settlement of claims of house-owners affected thereby; and the Consulting Engineer will be obliged if the Municipal Commissioner will settle these preliminaries as soon as possible, so that the work may be started without further delay.

H. F. HANCOCK, Col., R. E., Consulting Engineer for Railways.

Mr. Grant said he had not thought that to make the four retaining walls would cost so much money. He thought that under the circumstances they should waive that.

Col. Hancock explained that on one side of the bridge retaining walls would have to be built, but on the other side slopes could be made as in the case of the Colaba Bridge. The only thing would be that it would look bad.

On the motion of Mr. Nowrojee Furdoonjee, seconded by Mr. Nanabhoy Byramjee Jeejeebhoy, it was resolved that the Commissioner's proposal should be adopted.

REVISED ESTIMATES FOR THE SURFACE DRAINAGE SCHEME.

The Executive Engineer presented revised estimates in detail of the cost of the Surface Drainage improvements, which showed an excess of Rs. 11,466 over the original estimates and grant caused by the unexpectedly heavy expenditure on the Love Grove outlet sluices.

The Commissioner said the excess could be met from the unexpended portion of the [illegible].

The Council ordered that the revised estimates be printed and circulated, and the matter will come up for discussion at a future meeting.

SIDE DRAINS, FOOTPATHS, &c.

Mr. Nowrojee Furdoonjee had given notice of his intention to draw the attention of the Town Council to the condition of the side drains in Khetwady, Girgaum, Portuguese Church Street, and Girgaum Back Road, and also to the state of the footpaths in Erskine Road, Parel Road and other footpaths and roads, and to the necessity of taking immediate steps to put them in a proper state.

Mr. Nowrojee said that Dr. Hunter in his report to Government, dated 4th July 1877, on the sanitary state of certain localities in the city of Bombay ascribed the high rate of mortality amongst other causes to—"the open side gutters reeking with sewage, and giving off their noxious gases day and night, the saturation of the ground with sullage, which is increasing day by day: all point to a state of affairs which it is painful to contemplate." The faulty construction of these drains was thus described by the Deputy Executive Engineer in his Report of 1876, p. 105:—"Although the Corporation has regularly made grants for repairing and re-constructing side drains from year to year, no appreciable improvement has been effected." Nearly the whole of the grant of Rs. 10,000 was spent last year in "reconstructing or thoroughly repairing the drains and sewers in different parts of the city." The drains in the Khetwady, Girgaum, Doongree, Ommerkhary and other wards were, Mr. Nowrojee regretted to say, in a very bad state, and omitted most offensive stinks, and were apt to cause the outbreak of disease. The drain in Girgaum Back Road, which was constructed last year of *pucka* materials was in the same offensive state, which was ascribed by the Health Officer to faulty construction, there being little or no slope for the water and sullage, which stagnated and caused a loathsome deposit and emitted foul odour. It would perhaps take a long time before the proposed complete system of drainage is constructed in Bombay, and in the meantime something should be done by the Municipal authorities to mitigate the evil in question. He was a suffer from the stinks and smells in the locality in which he lived. During the whole of last season, the stinks in the streets through which he had to pass every day and about his house were unbearable, whether by day or by night. Even when he went out in the evening for a constitutional walk, he encountered these smells. He was daily in danger—in common with other inhabitants of the localities he had mentioned—of being attacked by some kind of disease. He submitted that it was desirable to do something at once to alleviate this great nuisance, and they should not wait till the complete new system of drainage was carried out without doing anything.

Col. Hancock said no doubt what Mr. Nowrojee had said was very true; but he had not suggested or proposed the adoption of any means for remedying the state of affairs.

Mr. Nowrojee.—It is for the Commissioner and the Executive Engineer to suggest remedies, I am not a professional man.

The Commissioner said this matter was gone into last year, and an estimate was called for of the cost of putting all these side drains in repair. The estimate was between a lac and a half and two lacs of rupees.

Mr. Nowrojee thought something more might be done than was done with the regular grant for constructing and repairing drains, which should be made to go as far as possible. [illegible] rupees were spent last year on the side drains in Girgaum Road district.

Mr. Nowrojee.—Then it was [illegible] money, and did no good.

The Commissioner.—I do not agree with you.

The Chairman thought it would be an utter waste of Municipal money to lay down any new drains except those which were to form part of the improved system of drainage for the city. If Mr. Nowrojee saw his way to begin that work in the districts he had mentioned at once, there would be something tangible for the Council to go upon.

Mr. Nowrojee said there was not even means for flushing the drains.

The Commissioner:—A powerful engine is being put in order in the Municipal workshops for that purpose, at a cost of Rs. 3,000.

Sir F. Souter stated that in the Comercarry district he had been obliged to give up an old police station, because the smells were so bad and the police suffered so much.

The subject of the side-drains then dropped.

On the question of the unpaved footpaths, Mr. Nowrojee Furdoonjee said he regretted to have to repeat the complaint which he made some time ago that many footpaths and roads had been neglected and were not in a state of thorough repair. He could not concur in the Deputy Executive Engineer's remark (page 20 of his report) that at the end of the year the roads were in a most satisfactory condition. In March last he (Mr. Nowrojee) communicated to the Municipal Commissioner a list of roads and footpaths which were in a bad state and were greatly in need of repairs. These were still neglected. He was sorry the Deputy Executive Engineer had not given in his report a list of roads and footpaths repaired during the last year, specifying the names of roads and footpaths, their area and cost, distinguishing the roads thoroughly repaired and renewed with new layers of stone metal, and those partially repaired. He hoped these details would hereafter be regularly given in the report.

Col. Hancock supposed this again was a question of money.

The Commissioner said the delay in repairing the footpaths was due in the first instance to the Town Council finding it difficult to make up their minds whether stone paving or asphalte should be used. Afterwards, they got hold of a bad contractor who threw the work up, and they were now waiting for another contractor.

Sir F. Souter supposed that the grant of Rs. 35,000 made by the Council for improving the footpaths would be applied to that purpose.

The Commissioner.—Certainly.

It was resolved, on the motion of Mr. Nowrojee Furdoonjee, seconded by Mr. Nanabhoy Byramjee Jeejeebhoy, that the Municipal Commissioner be requested to furnish the Council with a list of the roads and footpaths intended to be repaired.

THE WATER SUPPLY

Mr. Nowrojee Furdoonjee had also given notice that he would "draw the attention of the Council to the undermentioned subjects":—

1. "The inadequacy of dipping wells, drinking fountains and stand-pipes in thickly inhabited localities in the city of Bombay.
2. "The necessity of taking prompt measures for removing the water pipes lying along or within the gullies saturated with sewage in the Dongree district as recommended by the Health Officer and by the Government Committee of last year."
3. "The report of the Deputy Executive Engineer regarding the cultivation carried on the water-shed of the Vehar lake up to its very edge, which he declares is injurious to and fouls the water of the lake."

With regard to the first item, Mr. Nowrojee said, according to the list given by the Deputy Executive Engineer in his last report, p. 46, there were [illegible] dipping wells, [illegible] stand-pipes, and eleven large drinking fountains in the town and island. The Council would, he hoped, readily acknowledge the necessity of providing a larger number of these requisites for supplying sufficient water to the labouring and other poorer classes of the people, who crowded in large numbers at the small number of places where the Municipality had erected dipping wells and fountains, who clamoured and waited with exemplary patience for hours before they were able to get a supply for cooking and drinking purposes. After returning from their work and labour in the evening, many of these fatigued and exhausted creatures had to wait so late as 11 o'clock at night for their turn to draw a potful of water to satisfy their most urgent wants. The sight of many persons quarrelling and struggling to reach the water pipe, which he had often witnessed, was indeed pitiful. It appeared from the Chief Accountant's Report that they had on hand a large stock of cast iron fountains and waste-water preventers about 200, a goodly number of which could be utilized and put up in suitable localities for satisfying the most urgent wants of the people. They ought also to provide a larger number of cisterns and stand-pipes so as to place wholesome water within the reach of the labouring and working classes without subjecting them to the annoyances and privations which they had at present to suffer.

Mr. Ragoonath Khote would certainly oppose new stand-pipes, &c. being put up before they knew the result of the Tulsi scheme and the Bunderwarra reservoir. There were already numerous complaints of the scarcity of water from those who paid to get it, and there was none to be spared for more extensive distribution.

The Chairman said the proposal was to take away water from those who paid the water rate and give it to those who shirked the payment. People living in houses the rent of which was as high as Rs. 200 a month did not pay the water rate, but had water brought from wells and stand-pipes in the neighbourhood. In Calcutta, the water supply cost the Municipality so much, and they got so little for it, that they set a watch on their numerous fountains, stand-pipes, &c., and when the servant of anybody who could afford to pay for the water was seen drawing a supply from those sources he was followed and his master made to pay, by which means as much as Rs. 300 a day had been collected. He did not know how any man in his senses who understood the question and knew how the Vehar main was taxed already could possibly vote for Mr. Nowrojee's proposal; but he should be very happy to put the motion, and should have the greatest pleasure in voting against it.

The motion did not find a seconder, and consequently fell to the ground.

With regard to the second matter to which Mr. Nowrojee had called attention, the Commissioner said the Engineer was at present engaged in preparing a report upon it.

Mr. Nowrojee was very glad to hear that the matter was under consideration, and hoped something would be done soon.

On the subject of the pollution of the Vehar lake by cultivation being carried on in its immediate vicinity, Mr. Nowrojee said he wished to draw the attention of the Council to the following important passage in the concluding portion of the Deputy Executive Engineer's Report, p. 47:—"I have no hesitation in saying that this cultivation carried on in the watershed of the Vehar lake up to its very edge, on ground which is flooded when the water is flowing over the waste weir, is injurious to and fouls the water of the lake. This land is ploughed at the commencement of the monsoon for the cultivation of rice, and large numbers of men congregate there with their cattle at a time when the lake is being replenished by the rainfall to its gathering ground. This is the very time of all when the water of the lake would be most seriously affected by such cultivation. I would strongly urge the necessity of prohibiting it during the monsoon of 1878, and if it be attempted, that Section 144 of the Municipal Act, which provides for such a contingency, should be at once put in force."

The Commissioner.—That is going to be done.

The subject then dropped.

MISCELLANEOUS.

Sanction was given to the taking up of the following pieces of ground required for street improvements viz:—28-69 square yards or thereabout at No. 103, Dockyard Road and Coppersmith Street, Mazagon, from Mr. Burjorjee Bhimjee Daroowalla, at Rs. 6 per square yard; and 87 square yards or thereabout at No. 23, Falkland Road, from Mr. Dhondiba Suntoojee, at Rs. 6 per square yard.

The seal of the Corporation was affixed to a conveyance from Messrs. Chutterbhooj and Harridas Khimjee, of ground taken up for the improvement of New Hanuman Lane. The Assistant Engineer stated that after an examination of the title deeds, it is found that this ground belonged to Messrs. Chutterbhooj and Harridas Khimjee, and not to Mr. Khimjee Oodhowjee, in whose name the sanction was applied for.

EXTRA GRANTS.

The Council were asked and resolved to recommend the Corporation to sanction the following items of expenditure from surplus cash balance, viz:—Rs. 2,650 for constructing extra stabling accommodation at Boree Bunder for the Health Department, required for the additional bullocks employed in removing town sweepings; Rs. 852-8-0 to Messrs. Nagoo Sayajee and Ellapa Balajee, for work done to the Pedder Markets, and Rs. 123-13-9 to the same firm on account of repairs to the municipal building at Panwell, last year's grants for the work having lapsed.

PROSECUTIONS FOR NON-PAYMENT OF RATES.

The report of the remission of the Assessments Sub-Committee was submitted on the following cases, viz:—The Collector's application for the sanction of the Council to legal proceedings being taken, either by suit or otherwise, against Cowasjee Merwanjee for the recovery of rates due, viz.,—Rs. 407-15-4, and to accrue due in respect of house No. 20, Agiary Row (Mandvie); also against Goolam Nubee Furruk Furjundut for the recovery of rates due, Rs. 46, and to accrue due in respect of his house No. 60 (old) No. 88 (new) [illegible] Mandvie Ward; and against [illegible] Ragho nath for the recovery of rates due, Rs. 193-8-3, and to accrue due in respect of his house No. 32 (old) No. 33 (new) Lohar Chawl, Mandvie Ward. The Committee recommended that proceedings should be taken, and the Council approved of that course being adopted.

THE NEW BY-LAWS.

Mr. K[illegible] called attention to the admirable index prepared [illegible] Secretary, Mr. Barrow, for which he considered [illegible] deserved great credit. (Hear, hear).

[illegible] Resolution, No. 1,738, dated 4th June [illegible] the Municipal By-Laws, was read [illegible] recorded.

THE LATE MR. FULLER.

The *South of India Observer* of Saturday last has the following:—We have just been informed from a reliable source that the remains of this unfortunate gentleman were discovered in a dense forest about one mile from the Kulliad Bungalow. On the evening of Thursday last information of the discovery was brought to the Gudalur police station by a shikaree named Miguel, whereupon Inspector Foregnard and the Apothecary, Mr. Fredericks, repaired to the spot and identified the bones of a male human skeleton. A helmet, belt, and cheque book were found close to it, which leaves no room to doubt the identity of the remains being those of Mr. Fuller. The bones were quite white from exposure; there was no vestige of any clothing near the place and the skull and legs were missing. The probabilities are that this gentleman met with his death accidentally, but what made him get away from the main road and diverge into a thick forest is matter for conjecture. He might have, in the attempt to trace a short cut, through the jungle, either lost his way, got benighted, or fallen a prey to some wild beast, or he might have died from some natural cause. The shikaree was in quest of big game when he discovered the remains of the body, and we are informed that not very far from the spot there is a tiger's den. At the time of the identification, the revolver which Mr. Fuller is said to have had about him was missing. The information of the discovery has been confirmed from official sources, and we hope to be able to furnish fuller particulars in our next. In the meanwhile we understand that directions have been given for the remains to be brought into Ooty to be interred, and that the burial will take place on Wednesday morning.

THE LATE CAPTAIN HAMILTON.

We mentioned on the 21st, that Captain W. E. Hamilton, who was Brigade-Major at the Delhi Assemblage Camp, and was recently employed in famine relief duties in this Presidency, had died on the 14th instant at Deoli. He was one of the first Bengal officers who arrived in Madras in January 1877, immediately after the Delhi Camp had broken up, and he was one of the last to leave. He was posted to Adoni, of which he was at first in sole charge, and he remained in the distressed Ceded Districts close upon fifteen months, [illegible] rejoined to his regiment, the 4th Bengal Cavalry. After he had been some time in charge of Adoni it was considered necessary to strengthen the local Relief staff, and he was superseded by Mr. W. Oldham, B. C. S. He did not, however, take this to heart, but he proved himself a loyal subordinate. In an unassuming manner he performed much arduous and responsible work. He had the gift of getting on well with people; and by precept and example he induced both his European and native subordinates to work zealously during a most depressing period. In private life he was apt to be reserved; but as an official he was distinguished by his thoroughness, foresight, and devotion. He found the climate of the Ceded District very trying, and he was repeatedly ill, but he kept bravely to his post until relieved. He was a first cousin of the present Duke of Hamilton and Brandon: he was consequently a descendant of "The Douglas." He died of fever; and as his health was much impaired by his work in Madras it may be assumed that he carried back with him to Bengal the seeds of disease. Several officers have already succumbed to the hardship of last year's famine work, and it would be a gracious act, on the part of the Government of India, to record their services in the *Gazette*, together with an expression of regret that may be comforting to their bereaved relatives.—*Madras Mail*.

HENRY M. STANLEY IN THE AFRICAN LAKE REGION.

(*The Geographical Magazine for June.*)

Through the courtesy of the publishers, we have been supplied with a portion of the proof-sheets of Mr. Stanley's book, which will enable us to give our readers a general idea of the contents of his first volume. This part of the work embraces the period from the departure of Stanley's expedition to its arrival at Ujiji, including the exploration of the Victoria Nyanza. The second volume, of which we shall give a complete and extended review in our July number, contains the narrative of Stanley's discovery of the course of the Congo, from Nyangwe to the furthest point reached by Captain Tuckey above the falls.

Mr. Stanley, as is well known, was employed by the *Daily Telegraph* and the *New York Herald* to achieve geographical discoveries in Central Africa. But the plan of completing the researches of Speke in the lake region, and then of exploring the course of the Congo, originated with himself. The principal feature in Mr. Stanley's equipment was the boat constructed in sections, which was built by Mr. James Messenger, of Teddington. It was 40 feet long, 6 feet beam, and 30 inches deep, of Spanish cedar ⅜ inch thick, and was built in five sections each 8 feet long. Mr. Stanley took with him a young man named Frederick Barker, who had been a clerk at the Langham Hotel, and the two sons of Mr. Henry Pocock, a fisherman of Lower Upnor, in Kent, Francis and Edward Pocock, the nephews of a gallant seaman who served and perished in [illegible] John Franklin's expedition. They were fine stalwart young men, full of courage and enthusiasm. On the 15th of August 1874 the party left England for Zanzibar, were they arrived on the 21st of September. The preparations were then expeditiously proceeded with and completed, the total weight of goods to be carried being 18,000 lbs., divided into loads weighing 60 lbs. each, and requiring, therefore, the carrying capacity of 300 men; [illegible] were also paid for advances of pay and rations to the men who had been engaged as Wanyamwezi, Wangwana, and coast people, and a supernumerary force of forty men, recruited at Bagamoyo and the Rufiji delta. On the 12th of November six Arab vessels conveyed the expedition from Zanzibar to the mainland.

The first part of Stanley's march, as far as Mpwapwa, was across the country which has frequently been traversed from Bagamoyo to Unyanyembe, but a little to the northward of former tracks. But on the 1st of January 1875, he struck north, leaving for the first time the path to Unyanyembe, the common highway of East Central Africa. Extraordinary difficulties accompanied them in this first entrance into an undiscovered region. He had to make his way over a country consisting of dense bush where provisions were short, and sickness broke out among the people which culminated in the illness and death of poor young Edward Pocock, on the 17th of January.

These painful marches brought the explorers to the most southern of the Nile sources. Stanley says:—"Since leaving Mpwapwa, we have not crossed one perennial stream. All our drinking water has been obtained from pools, or shallow depressions lately filled by rain. Between Suna and Chiwyu was crossed the small rill flowing north-easterly, which soon afterwards joins another and still another, and gathering volume flows first north, then north-west. These are the furthest springs and head-waters of a river that will presently become known as the Leewumbu, then as the Monangah, and lastly as the Shimeeyu, under which name it enters Lake Victoria on the south-east coast of Speke Gulf. The length of its course, from the sources to the lake is 300 miles, which gives the course of the Nile a length of 43,200 miles."

On the evening of the 21st of January the party arrived at Vinyata, in Ituru, where, consistent with custom, the camp was constructed on the summit of a slightly-swelling ground. Here one of the men was found murdered close to the camp and soon afterwards war cries were heard, and a large mob approached, evidently with hostile intentions.

"In the midst of this, Soudi, a youth of Zanzibar came hastily upon the scene. He had a javelin gash near the right elbow joint, and a slight cut as though from a flying spear was visible on his left side, while a ghastly wound from a whirling knobstick had laid open his temples. He reported his brother Suliman as lying dead near the forest, to the west of the camp.

"We decided, nevertheless, to do nothing. We were strong disciples of the doctrine of forbearance, for it seemed to me then as if Livingstone had taught it to me only the day before. 'Keep silence,' I said; 'even for this last murder I shall not fight; when they attack the camp, it will be time enough then.' To Frank I simply said that he might distribute twenty rounds of ammunition without noise to each man, and dispose our party on either side of the gate, ready for a charge should the natives determine upon attacking us."

Next day the camp was again attacked by a body of men of the Wanyaturu tribe.

"On the morning of the 23rd we waited until 9 A.M. again hoping that the Wanyaturu would see the impolicy of renewing the fight; but we were disappointed, for they appeared again; and apparently as numerous as ever. After some severe fighting we drove them off again on the third day, [illegible] upon the return of the Wangwana, instead of dividing them into detachments, I instructed them to proceed in a compact body. Some of the porters volunteered to take the place of the soldiers who perished the previous day, and we were therefore able to show still a formidable front. All the villages in our neighbourhood being fired, consumed, they continued their march, and finally attacked the rocky hill, which the Wanyaturu had adopted as a stronghold, and drove them flying precipitately into the neighbouring country, where they did not follow them.

"We knew now that we should not be disturbed. Some of the guns, lost the day before were recaptured. On reckoning up our loss on the evening of the third day, we ascertained it to be twenty-two men killed, three men wounded, twelve guns lost, and four cases of ammunition expended. Including Kaif Halleck and Suliman murdered, our losses in Ituru were therefore [illegible] men killed and four wounded, and as we had [illegible] list, it may be imagined that to replace [illegible] men great sacrifices were necessary on [illegible] vivors, and much ingenuity had to be [illegible] accordingly placed on the asses, and [illegible] were detailed to carry baggage until we [illegible] Usukuma. Much miscellaneous property was [illegible] On the morning of the 26th, just before day[illegible] resumed our interrupted journey.

"The expedition on this day consisted of [illegible] peans, 266 Wangwana and Wanyamwezi, [illegible] women, and six boys. At 9-30 A.M. we [illegible] place which might be called a natural fort[illegible] right and left rose two little hills 100 feet [illegible] most perpendicular. Behind us dropped [illegible] 400 feet down to the Leewumbu river, so [illegible] way of access was the narrow gap through [illegible] entered. We soon closed the gap [illegible] of brushwood, and in perfect security [illegible]

"This camp was at an alt[illegible] the ocean, and due west of [illegible] On one side of [illegible] through [illegible] on each [illegible] become detached [illegible] 27th we crossed the Lee[illegible] and the next our route [illegible] singular narrow plains."

We have [illegible] Mr. St[illegible] [illegible]

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

sere aspect, I was as gratified as though I possessed the wand of an enchanter, and had raised around me the verdant downs of Sussex. I seated myself apart, on the topmost grey rock. Only my gunbearer was near me, and he always seemed intuitively to know my moods. I revelled therefore undisturbed in the bland and gracious prospect. The voices of the Wangwana came to me now and again faint by distance, and but for this I might, as I sat there, have lost myself in the delusion that all the hideous past and beautiful present was a dream.

"After the traveller has performed his 600 miles from the ocean to Usiha, however phlegmatic he may be, he will surely glow with pleasure when he views this fair scene of promise. The delicious smell of cattle and young grass comes up from the plain quick, and reminds one of home-farm memories of milk and cheese, and secret dippings into cream-pots, and from the staked bomas and the hedge-encircled villages there rise to my hearing the bleating of young calves, and the lowing of the cows as they looked interested towards the village, and I could see flocks of kids and goats, and sheep with jealously-watchful shepherd-boys close by—the whole prospect so peaceful and idyllic that it made a strangely affecting impression on me."

Proceeding through this country, they reached the village of Kagehyi on the 27th. "We dipped into the basins and troughs of the land, surmounted ridge after ridge, crossed water-course and ravines, passed by cultivated fields, until, ascending a long, gradual slope, we heard on a sudden hurrahing in front, and then we too knew that those in the van were in view of the Great Lake." Stanley and his party, from November 17th, 1874, to February 27th, 1875, had walked over 720 miles in 103 days, being 70 marching and 33 halting days.

The explorer was now on the southern shore of that famous Victoria Nyanza, which he had determined to circumnavigate; and the news of his arrival spread far and wide:—

"The village of Kagehyi, in the Uchambi district and country of Usukuma, became after our arrival a place of great local importance. It attracted an unusual number of native traders from all sides within a radius of twenty or thirty miles. Fishermen from Ukerewe, whose purple hills we saw across the arm of the lake, came in their canoes, with stores of dried fish; those of Ugusa, Sima, and Magu, east of us in Usukuma, brought their cassava, or manioc, and ripe bananas; the herdsmen of Usman, thirty miles south of Kagehyi, sent their oxen; and the tribes of Muanza—famous historically as being the point whence Speke first saw this broad gulf of Lake Victoria—brought their hoes, iron, wire, and salt, besides great plenty of sweet potatoes and yams."

In a few days the boat, named by Stanley the Lady Alice, was ready and strengthened for rough sea life, a crew of ten men and a steersman were selected; and the leader of the expedition prepared to embark with the object of circumnavigating the [illegible] of the camp at Kagehyi Pocock and Barker remained in charge. March, 1875, eastward along the shores of the broad arm of the lake, which is called 'Speke's Gulf.'

His account of his voyage round the eastern and northern shores of the lake is most interesting, and during April 1875, he was with M'tesa, the Emperor of Uganda, where he met M. Linant de Bellefonds, who had been sent on an embassy to Uganda, by Colonel Gordon. Stanley thus describes the Uganda potentate:—

"In person M'tesa is tall, probably 6 feet 1 inch, and slender. He has very intelligent and agreeable features, reminding me of some of the faces of the great stone images at Thebes, and of the statues in the museum at Cairo. He has the same fulness of lips, but their grossness is relieved by the general expression of amiability blended with dignity that pervades his face, and the large, lustrous, lambent eyes that lend it a strange beauty, and are typical of the race from which I believe him to have sprung. His colour is of a dark red brown, of a wonderfully smooth surface. When not engaged in council, he throws off unreservedly the bearing that characterizes him when on the throne, and gives rein to his humour, indulging in hearty peals of laughter. He seems to be interested in the discussion of the manners and customs of European courts, and to be enamoured of hearing of the wonders of civilization. He is ambitious to imitate as much as lies in his power the ways of the white man. When any piece of information is given him, he takes upon himself the task of translating it to his wives and chiefs, though many of the latter understand the Swahili language as well as he does himself."

The strangers were witnesses of a naval review in Murchison Bay. The Uganda fleet consisted of forty canoes containing about 1,200 men. M'tesa promised that he would furnish Stanley with transport sufficient to convey his expedition by water from Kagehyi to Uganda; and a chief named Magussa was ordered to escort him with thirty canoes, which were, however, not ready when Stanley departed.

During the return voyage nothing of importance occurred until the explorers approached the Bumbireh group of islands in order to obtain provisions. Bumbireh Island is about 11 miles long by 2 broad, and presents the appearance of a hilly range with a tolerably even and softly-rolling summit line clothed with soft grass. Its slopes are generally steep, yet grassy or cultivated. It contains probably fifty small villages, averaging about twenty huts each, and a population of 4,000 souls. Herds of cattle were grazing on the summit and slopes, and extensive banana groves marked most of the village sites. "There was a kindly and prosperous aspect about the island."

But the people raised war cries and made hostile demonstrations as the canoes approached. The provisions were exhausted, and, forced by hunger, Stanley and his crew continued to approach, when suddenly the savages rushed into the water and dragged the boat high and dry for about 20 yards. "Then ensued a scene which beggars description. Pandemonium—all its devils armed—raged around us. A forest of spears was levelled; thirty or forty bows were drawn out; as many barbed arrows seemed already on the wing; thick, knotty clubs waved above our heads; two hundred screaming black demons jostled with each other and struggled for room to vent their fury, or for an opportunity to deliver one crushing blow [illegible] at us."

Then the King of Bumbireh, named Shekka, [illegible] consult with his chiefs, and several men made [illegible] the boat [illegible] seized the [illegible], an act which was greeted with a loud [illegible] and [illegible] they were assured that their victims could not escape, the savages withdrew to the nearest village to refresh themselves. In a short time they again appeared, armed and prepared for battle, to the number of 300, while Shekka refused to receive any pledge of peace. Then, with great presence of mind, Stanley faced the enemy, while his people suddenly launched the boat, and they all sprang in. The savages rushed furiously down to the water's edge, but too late. Stanley kept up a steady fire upon them, while his crew [illegible] boards out of the [illegible]

They were saved. [illegible] and die in the Nyanza [illegible] were [illegible] men, and they only had four bananas [illegible] In the morning there was no land in sight [illegible] circle of grey water. At length they reached an inhabited island, which they called "Refuge Island" [illegible] they found rest and food, and on the 6th of May, having achieved the great geographical feat of circumnavigating the Victoria Nyanza, Stanley arrived at Kagehyi and rejoined his camp. Frank Pocock was well, but poor Frederick Barker had died twelve days previously. Stanley had thus set at rest for ever the question whether the Victoria Nyanza is one or several lakes. Speke was right. He had merely over-estimated the extent of the lake. His sketch gave it an area of 29,000 square miles. Stanley's survey has reduced it to 21,500 square miles. (For a map showing Stanley's track round the Victoria Nyanza, see our number for September 1876, facing page 245.)

Preparations were then made for the departure of the whole expedition to Uganda by water. By the 19th of June 1874, grains, sesamum, millet, and Indian corn had been purchased to the amount of 12,000 lbs., and stowed in sacks. On the 20th the embarkation was commenced of 150 men, women, and children, with 100 loads of cloth beads, and wire, 88 sacks of grain, and 30 cases of ammunition; but there was a disastrous start necessitating repairs for the canoes, and it was not until the 6th of July that they were fairly off. During the long voyage round the lake it was necessary to pass the hostile Island of Bumbireh; and Stanley was obliged to halt on a neighbouring island called Mahyiga. Antari, the King of the main land called Ihangiro, and Suzerain over Bumbireh, declared that he would not allow strangers to travel by sea, and that they must go back, adding that, if Stanley did not obey, he should be killed and all his party. Meanwhile Antari sent large re-inforcements to Bumbireh. Stanley's reply was that he intended to go to Uganda, whether Antari would let him or not. Soon afterwards he was joined by six canoes from Uganda, and heard that M'tesa had believed him to have been murdered at Bumbireh, and had sent an expedition in search of news. The leader of these canoes was named Sabadu. A search expedition consisting of eight more canoes arrived next day; but it was evident that the departure of the expedition to Uganda would be wholly contested by Antari and the people of Bumbireh. A small party of Waganda had obtained leave to land and cut bananas on Bumbireh, when they were treacherously attacked, and six lost their lives.

This being the position of affairs, Stanley had to decide what course to adopt, and we will give his explanation of the events which followed in his own words:—

"A[illegible] with myself, I began to discuss seriously the strict line of duty. If it were a military expedition, that I commanded, duty would have pointed out the obvious course to follow; but though the expedition was governed for its own well-being after military principles, it was an expedition organised solely for the purposes of exploration, with a view to search out new avenues of commerce to the mutual advantage of civilization and such strange lands as we found suitable for commercial and missionary enterprise. But [illegible] character, its members possessed the privilege of [illegible] and might justly adopt [illegible] for self-protection. The principles of right and justice every educated Christian professes to understand [illegible] may be credited with a desire to observe, but in addition to these, it was desirable in a person in my position—knowing how frequently it is necessary to exercise them in barbarous lands—to remember charity and forbearance, in order to ensure the objects in view, and to create good impressions for the benefit of those who might succeed the pioneer.

"Thirteen days had elapsed since our arrival at Mahyiga, and the thirteenth day was signalized by this bloody attack upon people entrapped to their death maliciously, and evidently by a preconcerted arrangement between Antari's elders and the chiefs at Bumbireh. Sabadu said also that the last words he had heard as the Waganda paddled [illegible] from Bumbireh were, 'Look out for mischief to-[illegible]' [illegible] no doubt [illegible] that all were by this time worked [illegible] spirit. [illegible] now ready to move towards Uganda [illegible] had first to be opened; whatever [illegible] be frustrated, and treachery punish[illegible] [illegible] would inspire an audacity which [illegible] to our safety. [illegible] fore, from a duty owing to the wounded [illegible] the dead chief of Kytawa, as well as to our [illegible] gratitude to M'tesa and Kytawa—apart [illegible] which, according to all laws human and [illegible] and civilized, demands that blood shall [illegible] especially when committed with malice [illegible] memory of our narrow escape from their [illegible] and the days of agony we had suffered [illegible] absolute, and imperative necessity of [illegible] should meet us. For they [illegible] by about 2,000 auxiliaries [illegible] flushed with triumph at their [illegible] had set for the unsuspecting [illegible] dead [illegible] would only [illegible] conflict, [illegible]

what we said in the article in our number for March 1878 (page 53) that self-defence and the imperative duty of securing the safety of the hundreds of men, women, and children under his charge, fully and completely justified him in the course he adopted.

Stanley remained at Uganda, the guest of M'tesa, during the months of September and October 1875, and his work contains several very interesting chapters on M'tesa's wars, on his conversion to Christianity, and on life and manners in Uganda in the different classes of society—the *kopi* or peasant, the *mkungu* or chief, and the *kabaka* or emperor. He describes the form of the Empire governed by M'tesa as a crescent, its length 300 and its breadth about 60 miles, covering, with the lake islands, an area of 30,000 square miles; and 70,000 including the tributary States of Unyoro, Ukedi, and Ankori. He estimates the population at 2,775,000. The productions are ivory, coffee, gums, resins, myrrh, lion, leopard, otter and goat skins, ox hides, cattle and sheep. The vegetable products are the papaw, banana, yams, sweet potatoes, peas, beans, melons, cucumbers, and tomatoes, rice, wheat, maize, sesamum, millets, and vetches. There are also fine forests of great extent.

From Uganda Mr. Stanley made an expedition westward from Victoria Nyanza to Beatrice gulf or lake, which he believed to be a portion of the Albert Nyanza. He thus describes the intervening country:—

"Starting from the sea-like expanse of the Victoria lake, the traveller would be ushered into the depths of a tall forest, whose meeting tops create eternal night, into leafy abysses, where the gigantic sycamore, towering mvule, and branchy gum strive with one another for room, under whose shade wrestle with equal ardour for mastery the less ambitious trees, bushes, plants, lianas, creepers, and palms. Out of this he would emerge into broad day, with its dazzling sunshine, and view an open rolling country, smooth rounded hills, truncated cones, and bits of square browed plateaus, intersected by broad grassy meads and valleys thickly dotted with ant-hills overgrown with brushwood. Few trees are visible, and these, most likely, the candelabra, or the tamarisk, with a sprinkling of acacia. As some obstructing cone would be passed, he would obtain glimpses of wide prospects of hill, valley, mead, and plain, easy swells and hollows, grassy basins and grassy eminences, the whole suffused with fervid vapour.

"These scenes passed, he would find himself surrounded by savage hills, where he would view the primitive rock in huge, bare, round-backed masses of a greyish-blue colour, imparted to them by moss and lichens, or large fragments flung together as in some Cyclopean cairn, sundered and riven by warring elements. At their base lie, thickly strewn, the *debris* of quartz-veined gneiss and granite and iron-coloured rock, half choking the passage of some petty stream, which vents its petulance, as it struggles through it to gain the clear, disencumbered valley and the placid river, guarded by banks of slender cane and papyrus.

"And then the traveller would observe that the valleys are gradually deepening, and the hills increasing in height, that king of mountains [illegible] into the presence of towers [illegible] with a white veil about his crown. Escaping from the vicinity of this mountain monarch, he would be swept over a brown parched plateau, and then, all suddenly, come to a pause at the edge of an awful precipice, some 1,500 feet in depth. At the bottom of this, slumbering serenely, and reflecting the plateau walls on its placid surface, lies the blue Luta Nzige."

In February 1876, Mr. Stanley took leave of M'tesa and crossing the river Kitangule, which was discovered and named by Speke, entered the territory of Rumanika, King of Karagwe. In this country Mr. Stanley collected much valuable geographical information, and personally explored the little lake Windermere of Speke, the Ihema island, the hot springs of Mtagata, and part of the Kitangule valley.

From Karagwe Stanley made his way to the shores of the lake Tanganyika at Ujiji, where he arrived on the 27th of May 1876.

Great as the value of Mr. Stanley's geographical researches are, and absorbing as is the interest excited by his narrative, we are inclined to attribute equal importance to the ethnological portions of his first volume. He has been most assiduous in collecting and arranging information respecting the habits and modes of life of the people, their arts and manufactures, and his account of the kingdom and people of Uganda especially is most valuable.

EAST INDIA PUBLIC WORKS.

House of Commons, 31st May.

The Select Committee of the House of Commons upon the subject of public works in India resumed the enquiry again yesterday, Lord G. Hamilton presiding. It was intended to proceed with the examination of Sir George Campbell; but the Committee not meeting till two o'clock, this being Ascension Day, and being obliged to rise at four o'clock for the convenience of the members, it was decided to defer Sir George Campbell's examination. Colonel Fife was therefore called, and, in answer to questions by the Chairman, stated that he had been for thirty years engaged in public works in India. For some twenty years out of that period, he was altogether employed on irrigation works. His first irrigation appointment was in Sind, and subsequently he was promoted to the rank of superintendent of Canals in Sind. He had also been employed in introducing irrigation into the Deccan on a large scale. At the present moment, after having served as Chief Engineer of Works in Western India, he was Secretary and Chief Engineer to the Bombay Government.

The witness proceeded at length to describe the physical features of Sind, and described that portion of it under cultivation as an alluvial plain formerly the river Indus. Like most alluvial countries, the flood of the river is higher than the surrounding country, and the stream may be said to flow between two high glacis. Although the country appeared quite flat, the river bed had a slope of seven [illegible] per mile. The volume of water was enormous, [illegible] during the inundation period, when its discharge was at [illegible]000 cubic feet per second; and at any time it was never less than 20,000 cubic feet. So rapid [illegible] discharge of water that a mile of land has been [illegible] away on one side and built up on the other. The [illegible] was [illegible] charged with silt. This made the [illegible] keeping the canals open one of great difficulty; the silt deposit being constant and heavy, and at times the canal mouths were torn down by the volume of water. Under native rule, the whole population was turned out to work on the canals until they were clear; but, under British domination, a different course had been pursued at a much enhanced cost. Under native rule (prior to 1843), the cost was [illegible]2,500 per annum; at present the annual cost of keeping the canals clear was £70,000. A large canal was, as a rule, far more easy to manage than a small [illegible] deposit of silt. In Sind [illegible] varying from 4 feet channels to [illegible] feet wide. [illegible] irrigation [illegible] would be impossible in [illegible] Sind. Of course wheat was largely grown in the districts subject to inundation. The irrigated area of Sind had increased by one-fourth under British rule. During the last 25 years, there had been an increase in the population of Sind of about 20 per cent. due partly to immigration and partly to good government. Under native rule, there was no security for life or property in Sind. The land cultivator paid for the water under the head of consolidated land revenue. Having described the works and improvements carried out under English supervision, Colonel Fife said that the total capital outlay on the Sind canals was £667,740 since the British occupation. Estimating roughly the value of the native works in Sind, according to what they would now cost, he considered about £2,000,000 would be near the mark. In 1853, the revenue from the Sind works was £240,000; while the last return put down the annual revenue as £340,000. So far the works had paid 15 per cent. The immediate return on irrigation works in Sind would be about 5 per cent. The water was used as fast as it could be supplied; but he would recommend that the works should not be carried on too fast. In Sind—the soil being heavy—there was little or no sickness on account of evaporation from irrigation works; but there was a good deal of fever in the inundated districts. The annual capital expenditure on irrigation works in Sind was about £50,000. A very much larger sum could be laid out with advantage, and he would be prepared to go even as far as £250,000. There had been distress in Sind twice during the past 50 years, and mainly on account of severe flood followed by an insufficient and irregular inundation. Having described the irrigation works carried out in the Deccan, which, he said, were evenly distributed, the witness estimated the total cost, including all charges, at £1,080,000. Some of the works had been open only a short time but taking them altogether, the receipts in 1866-67 the latest return, were what would cover the working expenses, or about ½ per cent. Five or six years ago, there was a sudden check given to the irrigation works. The establishment for public works had been formed on too extensive a scale, and the revenue from the works accordingly suffered. The charge for collecting the revenue was also excessive. It averaged 12 per cent. In one case he had known it to be 80 per cent. Some of the works in the Deccan paid better than others, especially those in the richer districts. The poorer inhabitants did not avail themselves of the water, as not only had they no capital but they were over head and ears in debt. They did not care to improve their crops, as the benefit would go to the creditor. Something should be done to improve the condition of the people before irrigation would be largely availed of. The famine works in Bombay had been very costly, but, under the circumstances, unavoidably so. Notwithstanding the small return on public works in Bombay, he would advocate their further prosecution. On the whole, the results had been satisfactory. The revenue was steadily increasing and it should be remembered that the expenses of maintenance remained virtually stationary. In 15 years the Deccan works would pay 5 per cent.

The Chairman:—On whom are we to throw the blame of the excessive establishments in Bombay?

Colonel Fife:—The Bombay Government formed their establishments under the belief that money would be supplied by the Supreme Government for extensive works. For financial reasons, the outlay had to be curtailed; and the supreme authority did not grant the sums expected. The establishments were already formed and had to be maintained.

The Committee then adjourned until to-day, at 2-30 P. M.

On the re-assembling of the committee to-day, Sir George Campbell took the chair in the absence of Lord George Hamilton.

Colonel Fife took his place in the witness chair again, and, before being cross-examined by the Committee, he supplemented his evidence to the following effect: I think it would be beneficial to the irrigation works in future if, instead of selling the water separately to each cultivator it were sold at each branch head to a body representing the community, when these works are first opened and the people do not appreciate irrigation. It is not necessary to supply them separately; but when they come to understand it and the management of the field channels, I think it would very considerably decrease the annual expenses and make irrigation more popular if the arrangement I have suggested were adopted. I consider it essential to success in laying out these works that the Government should know several years before-hand what sum they will have placed at their disposal, so that they may know what business will have to be done. At present we sometimes have £300,000 one year, and perhaps the next year we have only £150,000, and in the latter case our establishments are only half employed. In speaking of the land revenue due to irrigation, I mentioned that it was not taken into consideration when the projects of the Deccan were first considered; but I think some of those works were desirable because of the advantages irrigation confers on the country in its vicinity; especially with regard to the crops. Irrigation keeps down the price of grain and fodder in the vicinity of the work. Grain can of course be brought from other places, but it is not so easy to bring fodder; and I have known instances in which people, who were not able to avail themselves of the water crop, have grown fodder on the land during the season of drought. The water is brought in abundance by the canal to the vicinity of the villages for domestic purposes and for cattle. I have known cases [illegible] which cattle have had to be driven four miles a day to get water. On the Ganges canals the question of the enhancement of land revenue was considered by a committee, of which I was a member; and the conclusion we came to was that, as the enhancement had been made on [illegible] understanding that the water rates would not fully represent the value of the water, therefore the enhancement might be regarded as a legitimate land revenue. [illegible] regard to old and new works, there is an idea that [illegible] only works which pay are the old native works, except the small ones; but, although many of the old [illegible] have great merit, they are by no means perfect. The new works, on the other hand, have had great [illegible] advantages, and they are certainly, as a rule, superior to the old works; but the new works have not yet had sufficient time for the full development of their irrigation. As to the present arrangement under which irrigation works are constructed in India, the [illegible] is responsible for all outlay; but I [illegible] Sir George Campbell that it would [illegible] if the responsibility were thrown [illegible] local Governments. And I think any [illegible] management might be prevented if each loan question were considered in the Legislative Council and an Act passed like a Railway Act in this country.

The Chairman.—What is the principle of cultivation in Sind; are they hot weather or cold weather crops which most prevail in Sind?

Colonel Fife.—Principally hot weather crops—jowaree and rice. The cultivation in the Delta is by artificial irrigation. Jowaree is also grown by artificial irrigation.

Chairman.—Is there a large cold weather crop?

Colonel Fife.—There is a cold weather crop of wheat and barley from land which has been watered by rain; but there is also a limited area actually irrigated in the cold weather. The area of the Indus Delta is very much larger than the area cultivated: a great portion of the land is impregnated with salt. If there were a sufficient quantity of water, undoubtedly the land would become fit for cultivation. It has never been proposed to construct a dam, but it has been proposed to construct a canal on the right side of the Indus. I have had experience of the effect of canals in Egypt. I should say that the soil of Egypt is more fertile than that of Sind. There is cotton grown in Sind. I think the quantity may be called considerable; but I cannot give the area. I know that experiments have been made in Sind with a view to the growth of the same kind of cotton there as is grown in Egypt, but I do not know what the results have been.

Have you formed any opinion why cotton cultivation has been so successful in Egypt and not in Sind?

I think, though there is a similarity of climate, Egypt is more temperate. I think the canals in Sind might be improved in the cold weather by constructing them, so as to supply water 8 months in the year instead of 4 months. I think it would be quite possible to make Sind as perfect in irrigation as Egypt is, and that without any very great expense.

As regards health, do you consider the Delta to be unhealthy?

I do not consider it so unhealthy as was supposed, although it is trying; but I believe it is more trying to the natives of the Deccan than to Europeans.

I understood you to say that the revenue from irrigated land is £340,000?

Yes, that is gross revenue.

Does it not result that the net revenue received by Government is no more than about £40,000?

Yes, £42,500. Since 1853, in other parts of Bombay, the value of land has very much increased, but in Sind the rate per acre has not increased, although the value of the produce has. I think the money expended on canals can be made sufficiently productive in a commercial sense. A great part of the expense of £70,000 a year has resulted from the employment of paid instead of customary or forced labor. The charge for water is 8 rupees per acre for 12 months, 4 rupees for 8 months, 2 rupees for 4 months; and there is a rate of 1 rupee for land not generally under irrigation, but which may require water. About 20,000 acres are irrigated by the old works. There are 16,000 acres irrigated in the Deccan [illegible] for the whole. The expense of keeping up the works exceeds a lakh; but, in addition to the Rs. 50,000, there is a considerable sum derived from water supplied for domestic purposes. I think the whole works can be maintained for £10,000.

Have not some of these works been considered a failure?

Some of them have. I do not think, on the whole, the experience in the Deccan with regard to the canals has been very discouraging. Several of the canals have done very well, and are improving.

Is not 16,000 acres a very small area?

It is no doubt a small area. For valuable crops I should not think 18 rupees too high a rate to charge. Nearly all the canals are full from perennial streams. I think the irrigation works in the Deccan might be increased with advantage. I think Rs. 50,000 a year is received from the supply for domestic purposes.

By Mr. Fawcett.—The amount of revenue derived from the sale of water for domestic purposes is 3-5 ths of the amount derived from the agricultural supply.

By Sir George Campbell.—The wells are very precarious in the Deccan.

By Sir G. McKenna.—I understand it is very uncertain whether water will be found in the Deccan; does that arise from differences of altitude?

No,—I do not think so.

By Mr. Hardcastle. The area along the banks of the Indus which might be irrigated is about 23,000 square miles. The average breadth of that along the stream would be about 70 miles—a great deal of that area is unoccupied. The irrigation is not spread uniformly over the country. There would be no difficulty in spreading it uniformly. I believe the population would increase if it were done, although perhaps not very rapidly.

It is the case in Egypt that the small canals silt up every year?

No,—it is comparatively rare. The water of the Indus is more heavily laden with silt than the Nile. I think it would be good policy to go on with irrigation works in Sind. It could be done at 15 rupees per acre, and the water would sell at 5 rupees. That would give a profit of 30 per cent. per annum, exclusive of working expenses, which, however, in Sind are very heavy.

You spoke of the Desert Canal. Whose suggestion was that?

It was General Jacob's. That canal might be looked upon as a cheap one.

Can you give us an idea of what sum you think it would be desirable to lay out annually?

I think £250,000 would not be too much. That would bring into cultivation an area of something like 180,000 acres every year. I think the population would be fully sufficient to cultivate that quantity of land. If the labour expended on irrigation canals could be dispensed with, it would become available for cultivation.

By Sir George Campbell.—About one-half of the water is derived from natural flow.

By Mr. Hardcastle—I do not think the lower part of the Punjab, which is very much like Sind, could be irrigated with equal success. Sind is undoubtedly more fitted for irrigation than India generally, and it is absolutely necessary in Sind.

By Mr. Cross—The Krishna Canal is a work which may be taken as an illustration of my statement that irrigation expenditure will pay 10 per cent. The last figures I saw showed an area of 1,000 acres of sugarcane, the water rate being 36 rupees per acre. In Khandeish, they have a consolidated rate of 18 rupees per acre. One of the Civil Service officers informed me that, if a rate of 16 rupees were spread over the land for three years taking the three corps in rotation, there would be for sugarcane, rice, and wheat respectively 3, 6, 8 and 4 rupees per acre.

What is the value of the crop when 36 rupees per acre is charged?

I have heard that the net profit of an acre of sugarcane varies from Rs. 100 to Rs. 200. [illegible] assessed at Rs. 10 per acre. If it were assessed at Rs. 36 per acre, as it may be, it would bring in a revenue of Rs. 36,000 per annum. My opinion with regard to the Deccan is based entirely upon estimates and not upon any actual experience. If the rate upon sugarcane were increased, I am sure it would not stop the cultivation. The cost of the Khandeish works was about £7,000, and their annual expense is £1,000. Those works are old native works.

If you have an opinion upon canal works as a matter of navigation, perhaps you will give it.

The cost of navigation is half penny per ton per mile; but the water does not last long enough, and the line of traffic does not follow the canals. I have no doubt canals are practicable as a matter of construction.

By Mr. Hardcastle—The whole allotment for works of this kind for Western India when I left was about £200,000; about one-half of that went for new works.

By Sir G. Campbell—When the railway to Kurrachee is over, I cannot say which will carry the most traffic; but I am quite sure the railway would extinguish the river traffic, although the rate of carriage will no doubt be very much reduced.

By Mr. Cross—The temperature of the Delta of the Indus exceeds that of the Nile by 20 degrees at least. I am aware that the staple of the cotton grown in Sind is very inferior. I attribute that to the extreme dryness of the climate.

By Mr. Onslow.—The total mileage of canals in Sind I should say is about 3,000 miles. I never heard of a famine in Sind; but there was considerable distress about 4 years ago caused by a severe flood, and the same occurred about 50 years ago. I think canals have been the means of averting famine. If the money I have stated were laid out, I think that productiveness of the soil would be fully developed. For the prevention of famine, I do not think any new works are required in Sind. There are only five natural channels which have been converted into canals. I do not agree with the opinion in the blue book, that the canals in Sind are deteriorating owing to the inefficiency of the expenditure upon them. The population of Sind is increasing owing to its better government. I have seen no increase in immigration in the Deccan and Khandeish in consequence of irrigation, but in Sind there has been an increase. I think that land on the east side of Sind would not be productive if irrigated; it is too sandy. The Indus water is supplied from the snow on the Himalayas and the ordinary rainfall. Undoubtedly the Indus has a greater supply than any water in the Deccan. The export of food from Sind has greatly increased during the last ten years. I think, if the entire responsibility of raising the money and paying the interest for those works were upon the local authorities, greater economy would be practised.

By Mr. Fawcett—I think the excessive expenditure is likely to be aggravated by the sending out a number of young engineers every year from Cooper's Hill.

The Committee then adjourned.

LITERARY NOTES.

Mr. George Smith left in an almost complete state the History of Sennacherib (in the same style as the well known History of Assurbanipal), with the cuneiform texts transliterated and translated. All that was wanting was the last twenty pages, which have been supplied by the editor, Mr. Sayce. The book is being published at the expense of the late Mr. Bosanquet, and will be out shortly.

After the Whitsuntide recess a new satire from the pen of Mr. Edward Jenkins, M. P., will be published. It is said that this work, which will be of some length, deals with recent political and religious events and that many contemporary personages [illegible] treated with great frankness. The title of the work is 'Haverholme: a Satire.'

A collection of memorials and personal observations of the late Lord Palmerston is being prepared for publication by Mr. John Sheehan, who is now engaged in examining for the purpose, the literary papers of the deceased statesman.

The new weekly journal, *Piccadilly*, is to be furnished with a series of sketches from Mr. Whistler's portfolio, called "Notes in Black and White."—*Athenæum*.

Can it be Mr. Buchannan?—I have my own views on the subject of the authorship of the Beaconsfield articles in the *Fortnightly Review*, and I have good reason to believe that the signature of their will writer not, as I mentioned as probable last week, be appended to the last of the series. It is impossible to doubt that they are the work of more than one hand, it would scarcely be considered expedient to announce *urbi et orbi* the names of the *collaborateurs*. There are three or four curious pieces of internal evidence which, for reasons, are not a little significant. First, the comparison of the Prime Minister to Mr. Welling on Wells, in the *Sorcerer*, as played at the Opera Comique; secondly, the frequent allusion to Burke and his majestic intellect; thirdly, two curious misprints—Caduras, for cadureis in last month's article, and Deridis, for in this. These things, I say, not idly, are signs familiar to the initiated—*World*.

One of the London papers gives the following catalogue of 28 attempts on the lives of Royal personages and rulers during the last 30 years:—The duke of Modena, attacked in 1848; the Prince of Prussia (now the Emperor William), at Minden, in June, 1848; the late King of Prussia, in 1852; Queen Victoria (by an ex-lieutenant), in 1852; an infernal-machine discovered at Marseilles on Napoleon III's visit in 1852; the Austrian Emperor slightly wounded by the Hungarian, Libenyi, in 1853; also on Napoleon III opposite the opera Comique; the Duke of Parma mortally stabbed in 1854; Napoleon III. fired at by Pianori in the Champs Elysees in 1855; a policeman seized Fuentes when about to fire at Queen Isabella in 1856; Milano, a soldier, stabbed King Ferdinand of Naples in 1856; three Italians from London convicted of conspiracy against Napoleon III. in 1857; the Orsini Plott, against Napoleon III. in 1858; King of Prussia twice [illegible] at, but not hit, by the student Beker at Baden in 1861; [illegible] Queen of Greece shot at by the student, Brusios, in 1862; three Italians from London arrested for conspiring against Napoleon III in 1862; President Lincoln assassinated 1865; the Czar attacked at St. Petersburg in 18[illegible] at Paris in 1867; Prince Michael of Servia assassinated 1868; King Amadeus of Spain attacked in 187[illegible] of Peru assassinated in 1872; President of Bo[illegible]; President of Ecuador in 1875; President of Pa[illegible] 1877; and two attempts on the [illegible] of the Ger[illegible] in 1878.

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"Rosina Cottage, Ventnor, Isle of Wight, Jan 29, 1877.

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THE BATAVIA MARINE INSURANCE Co., CAPITAL ... [illegible]
THE NEUCHATELOISE MARINE INSURANCE Co., CAPITAL ... [illegible]

For FIRE and MARINE INSURANCE in the above Companies apply to the UNDERSIGNED, who can offer ALL FACILITIES and MOST FAVOURABLE TERMS. ALL CLAIMS PROMPTLY SETTLED IN BOMBAY. Rates and other particulars can be obtained on application.

VOLKART BROTHERS, Agents.

ROYAL INSURANCE COMPANY.
CAPITAL—£2,000,000 STERLING.
TOTAL ACCUMULATED FUNDS invested in the best and safest Securities now amount to £3,492,950.

FIRE BRANCH.

Policies covering risks on Merchandise, Buildings, Spinning Mills, Cotton and Jute Presses, Ships [illegible], Household Furniture, Hotels, and Clubs, both in Bombay and in the Mofussil, granted on most favourable [illegible] Goals on the Bunders also covered.

Fire Premiums for 1853 ... [illegible]
" 1863 ... £[illegible]
" 1873 ... £[illegible]

LIFE BRANCH.

Policies granted by the Undersigned without reference to Head Office, on approved lives, Military Lives in Civil employ have extra premiums returned.

[illegible] for Children on favourable terms.

[illegible] Reversionary Bonus of 7½ per cent. for the Quinquennial Period ending 31st Oct. 1874 was declared.

The reduction of premium to European rates begins from the date at which the Assured leaves either Alexandria or Port Said for Europe.

Accumulated Life Funds now amount to £2,103,303.

THOS. H. MOORE & Co.,
Agents, Royal Insurance Company,
6, Hummum Street.

THE LONDON ASSURANCE CORPORATION, FOR FIRE, LIFE, & MARINE ASSURANCES,
INCORPORATED BY ROYAL CHARTER A.D. 1720.

Head Office—No. 7, Royal Exchange, London, E.C.

Edward Budd, Esq., Governor.
Mark Wilks Collet, Esq., Sub-Governor.
William Rennie, Esq., Deputy-Governor.
John P. Laurence, Esq., Secretary.
John Anthony Rucker, Esq., Underwriter.
Arthur H. Bailey, Esq., Actuary.
Wm. A. Hoar, Esq., Manager of the Fire Department.

LIFE DEPARTMENT.

LIFE ASSURANCE FUNDS £[illegible]

THE LONDON ASSURANCE and another Corporation, whose charters were granted at the same time by King George the First, are the two oldest Life Assurance Institutions in existence, the first Life policy issued by this Corporation bore date the 7th June, 1721.

It has been the endeavour of the Court of Directors to introduce into their practice all the real improvements which have been suggested from time to time during this long experience. They have materially simplified the forms of Policy, all the conditions usually endorsed on such documents having been omitted. The bonus to the Assured is increased, owing to the arrangement by which, in consideration of a fixed percentage of the gross profits of the Life Assurance Business, the Corporation bears all the expenses of management. This also is an advantage peculiar to this Corporation, which it is enabled to offer from carrying on a Marine and Fire as well as Life business, and one which no exclusively Life Assurance Society, Mutual or Proprietary, can give.

Assurances may be effected either with or without participation in profits.

DIVISION OF PROFITS.

Two-thirds of the profits of the participating Series of Policies are allotted every Five Years to the Assured, every Policy in force at the date of the valuation being entitled to participate. The Assured have the option of receiving their share of the profits [illegible] or in Reduction of the future Annual premiums.

At the last Division, made for the Quinquennial Period ending the 31st December, 1875, the Cash Bonus amounted to more than 29 per Cent. of the Premiums, exclusive of extra Premiums paid during the preceding five years.

The following are examples of the Bonus for the Quinquennial Period ending 31st December, 1875, declared on Policies of £1,000, on which five Annual Premiums had been paid.

Age at Entry.	Cash Bonus.	Addition to sum Assured.	Rate per Cent. per Annum on sum Assured.
	£ s. d.	£ s. d.	£ s. d.
20	29 3 0	77 17 0	1 11 [illegible]
30	36 16 0	[illegible] 1 0	1 11 [illegible]
40	47 5 0	[illegible] 9 0	1 1[illegible] [illegible]
50	55 15 0	105 14 0	[illegible]

EXPENSES OF MANAGEMENT.

The expenses of management are paid by the Corporation, and not charged to the Life Assurance Funds, [illegible] a benefit [illegible] by no other office. The value of this arrangement will be appreciated when it is observed how seriously the increase of these expenses of late years has affected Life Assurance Companies. The result of it will be seen in the very favourable bonus declared.

ENTIRELY NEW RATES OF PREMIUM

Have been computed, based upon recent experience of Anglo-Indian Mortality, which at all the younger ages are lower than those heretofore charged.

Instead of charging a high extra Premium during residence in India, reducible on return to Europe, the [illegible] assured, a uniform annual Premium will be payable during the currency of the Policy.

The sums assured and Premiums will be expressed in the Policies in English money. So long as the assured are in India, the Premiums will be payable to the Agents in Rupees, at the rate of exchange fixed from year to year for the adjustment of financial transactions between the Imperial and Indian Governments; or if this be discontinued, then at the current rate of exchange. Claims may be settled either in India or England; the settlement, if made in India, will be by Bill of Exchange drawn by the Agents on the Head Office in London.

The Agents are empowered to accept proposals and to issue Policies.

EXAMPLES OF THE EAST INDIAN RATES FOR CIVILIANS.

Annual Premiums to assure £100 for the Whole Term of a Single Life.

Age next birthday.	With Profits. Annual Premium.	Without Profits. Annual Premium.	Age next birthday.	With Profits. Annual Premium.	Without Profits. Annual Premium.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
20	3 [illegible] 11	2 11 8	[illegible]	[illegible]	[illegible]
25	3 [illegible]	2 19 [illegible]	[illegible]	[illegible]	[illegible]
30	3 17 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

FIRE DEPARTMENT.

Fire Insurances are effected at Moderate Rates upon every description of Property.

MARINE DEPARTMENT.

Marine Insurances are effected at the current Premiums. Further information, Forms of application, and Prospectuses can be had on application to

EWART, LATHAM & Co., Agents.
Bombay, October 30, 1877.

LLANDUDNO.—A HOME is offered in the Rectory family to TWO YOUNG CHILDREN. They will have every care and comfort and be educated by an efficient Governess. The Rectory is large and pleasantly situated, and the place celebrated for its healthy salubrious climate. Address Mrs. MORGAN, Rectory House, Llandudno, North Wales, England.

MALVERN COLLEGE.

THIS COLLEGE, which contains a Junior, and a Modern, as well as a Classical Department, prepares for the Indian Examination, Civil, Forests, Telegraph &c.

For further information, apply to the Rev. ARTHUR FABER, M.A., Headmaster, late Fellow and Tutor of New College, Oxford.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Tradesmen, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also practically valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they are the privilege of advertising in their own language, would find the publication of their announcements at Railway Stations a decided means of extending their business.

And as nearly All Travellers arriving in India now land at Bombay, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, placards exhibited at the different stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges are fixed on an extremely moderate scale to encourage advertisers to make a liberal use of the new means now offered of spreading announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

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AGENTS—London: G. STREET & Co., [illegible]—Paris: Messrs. GALIGNANI and Co., [illegible] Rivoli—Calcutta: Messrs. THACKER, SPINK & Co.—Madras: Messrs. PHAROAH and Co.